The Hong Kong Daily Press.

No. 6243 號三十四百二千六第 日六十二月十年廿十緒光 HONGKONG, FRIDAY, NOVEMBER 30TH, 1877. 五拜禮 號十三月壹十英 港香 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

November 28, RODERICK HAY, British bark, 290, Nicholson, Haiphong 8th Nov., Rice.—CHINESE.

November 28, ESMERALDA, British str., 395, Thébaud, Amoy 27th November, General.—J. Y. V. SHAW.

November 29, BLACK PRINCE, British ship, 715, Wm. Inglis, Shanghai 25th Nov., Cotton and Lily Flowers.—TURNER & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, NOVEMBER 29TH.

Venus, Portuguese bark, for Singapore.
Holywood, British steamer, for Hoihow.
Charlton, British steamer, for Port Darwin and Cooktown.

DEPARTURES.

November 29, MEMNON, American ship, for Manila.

November 29, AUGUSTE, French bark, for Honolulu.

November 29, CHEANG HOCK KIAN, British steamer, for Amoy.

November 29, ROSA BORTCHER, Ger. bark, for Manila.

November 29, ARIEL ABBOT, American sch., for New York.

November 29, SHEN-CHI, Chinese gunboat, for a cruise.

November 29, LI-SHE, Chinese gunboat, for a cruise.

November 29, ANADYE, French steamer, for Saigon and Marseilles.

November 29, ST. IDEUC, French bark, for Keelung.

November 29, F. H. DREWES, German bark, Manila.

November 29, BONITA, German schooner, Haiphong.

PASSENGERS.

ARRIVED.

Per *Emeralda*, str., from Amoy:—
260 Chinese.

DEPARTED.

Per *Anadyr*, str., for Saigon and Marseilles:—For Saigon.—Messrs. MacNabb, A. Perrin, and Fernandi, and 9 Chinese. For Singapore.—Messrs. MacGabben, Dennys, and de Cristoforis, and 1 Chinese. For Galle.—Mr. J. Graham. For Aden.—Mr. Francisco Sanchez. For Batavia.—Mr. Cavallieri. For Marseilles.—Mr. and Annesley and son, Mr. and Mrs. Ludhort and servant, Mr. and Mrs. Delly, Mr. and Mrs. Bauer, child, and servant, M. de Geoffroy and servant, Messrs. Bowes, John Kyle, Schultze, Farfara, Ebell, Gougand, Dackoka, Tinanisi, Kondo, Polaw, White, Outa, Nakanisi, Sato, Yokota, Yokota, junr., Nabusa, Noguchi, Kowabara, Overbeck, de Hedeman, Nielson, Falck, Chin Tee Pu, Ifland, Raymond, and Foster, and 18 Chinese.

TO DEPART.

Per *Venus*, for Singapore:—
2 Cabin and 2 Europeans, deck.
Per *Holywood*, str., for Hoihow:—
39 Chinese.
Per *Charlton*, str., for Port Darwin, &c.:—
106 Chinese.

REPORTS.

The British steamship *Emeralda* reports left Amoy on 27th November, and had strong monsoon with rainy weather throughout.

The British ship *Black Prince* reports left Shanghai on 25th November, and had strong Northerly winds and thick weather with rain.

The British bark *Roderick Hay* reports left Haiphong on 8th November, and had light monsoon and fine weather to Manila; from thence high cross sea and strong winds to port.

FOOCHOW SHIPPING.

November— ARRIVALS.
22, Douglas, British steamer, from Hongkong.
November— DEPARTURES.
18, Priam, British steamer, for London.
18, Yesso, British steamer, for Hongkong.
18, Tahyew, Chinese steamer, for Shanghai.
18, Europe, British steamer, for Shanghai.
21, Johanna Kromer, German sch., for Kobe.

VESSELS THAT HAVE ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.
(Per last Mail's Advice.)

Thingvalla (s.)	Foochow	Oct.	11
Cutty Sark	Hankow	Oct.	11
Moses (s.)	Foochow	Oct.	11
Carisbrook	Manila	Oct.	12
Hindostan (s.)	Shanghai	Oct.	13
Mikado (s.)	Shanghai	Oct.	18

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date).

Carriza	Cardiff	Feb.	5
D. McB. Park	Sunderland	Feb.	27
Rota	Cardiff	April	9
Vega	Hamburg	April	10
David	Antwerp	May	11
Naworth	Antwerp	May	12
Chandos	Cardiff	May	15
Martha Jackson	Penarth	May	26
Cygnus	Cardiff	May	29
Henry Lippet	New York	June	18
City of Halifax	Cardiff	June	19
Northampton	Baltimore	July	2
Niagara	Cuxhaven	July	10
Jessie Jamieson	Cardiff	July	13
Abernyte	Liverpool	July	14
Tiger	Naples	July	17
Carl Ritter	Cardiff	July	18
Globe	Deal	July	25
Ferdinand	Cardiff	July	30
R. C. Rickmers	Newport	July	31
Falcon	London	Aug.	6
Pepa	Cardiff	Aug.	10
North Star	Cardiff	Aug.	11
E. P. Bouverie	Cardiff	Aug.	11
Regulus	Penarth	Aug.	14
Moss Glen	Penarth	Aug.	14
Patria	Cardiff	Aug.	14
Felix Mendelssohn	London	Aug.	19
John Potts	New York	Aug.	17
Hotspur	Antwerp	Aug.	22
Charger	Liverpool	Aug.	27
India	Hamburg	Aug.	28
Andreas	Hamburg	Sept.	3
Cashmere	Cardiff	Sept.	6
Hecla	Flu'g Roads	Sept.	7
Gatherer	Cardiff	Sept.	8
Parsee (s.)	London	Sept.	16
G. F. Muntz	Newport	Sept.	17
Wildwood	Liverpool	Sept.	19
River Dagen	Cardiff	Sept.	20
P. J. Carleton	Liverpool	Sept.	21
Fidelio	Hamburg	Sept.	23
Harkaway	London	Sept.	25
Maria Rosario	Penarth	Sept.	25
Peter	Cardiff	Sept.	30
Galatea (s.)	London	Sept.	21
Patroclus (s.)	London	Sept.	29
Bertha	London	Oct.	2
Forest Belle	Cardiff	Oct.	3
Empire	Newport	Oct.	4
Elcano	Cardiff	Oct.	8
Kaiser	Cardiff	Oct.	9
Wega	Cardiff	Oct.	16
Anna Berthe	Hamburg	Oct.	20

AUCTION SALES TO-DAY.

None.

ORIENTAL HOTEL, WELLINGTON STREET, HONGKONG. STOCKHAUSEN AND ROSE, PROPRIETORS.
TIFFIN at ONE. DINNER at SEVEN.
Wines, Spirits, &c., of the Best Quality only.
English, French and German Spoken.
BILLIARD ROOMS—BOWLING ALLEYS.

NOTICES OF FIRMS.

NOTICE.

I HAVE This Day established myself at the Ports of TAKOW and TAIWANFOO, Formosa, as GENERAL MERCHANT and COMMISSION AGENT, under the Style or Firm of "JULIUS MANNICH & Co."
JULIUS MANNICH.
Takow, Formosa, 1st October, 1877. [1m1480

NOTICE.

I HAVE THIS DAY established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT.
W. SCHRIEVER.
Haiphong, 9th November, 1877. [1m1693

NOTICE.

WE have opened a BRANCH of our Establishment at HAIPHONG, Tonquin. Mr. L. JUEDELL is authorized to SIGN our Firm per Procuration.
HERTON, EBELL & Co.
Swatow-Hoihow, 1st October, 1877. [3m1508

NOTICE.

MR. CHARLES DAVID BOTTOMLEY was admitted a PARTNER in our Firm on the 1st July, 1877.
DOUGLAS LAPRAIK & Co.
Hongkong, 22nd September, 1877. [1451

NOTICE.

I HAVE This Day established myself at this Port as a GENERAL COMMISSION AGENT.
J. Y. VERNON SHAW.
Hongkong, 1st November, 1877. [6m1623

NOTICE.

I HAVE This Day admitted Mr. WILLIAM LEGGE as a PARTNER in my Business, which will henceforth be conducted under the Style of "HUGHES and LEGGE."
W. KERFOOT HUGHES.
Hongkong, 1st November, 1877. [2m1624

NOTICE.

THE Business of SHARE and GENERAL BROKER, hitherto conducted in my name, will now be carried on under the Style of COHEN and HEATON, Mr. ALEXANDER MACGREGHAN HEATON having THIS DAY become a PARTNER therein.
CHAS. C. COHEN.
Hongkong, 1st November, 1877. [2m1625

NOTICE.

MR. JAMES AYTON MANN is authorised to SIGN our FIRM by procuration.
GEPP & Co.
Canton, 1st November, 1877. [2m1622

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. F. RAPP in our Firm CEASED from This Day.
F. BLACKHEAD & Co.
Hongkong, 1st October, 1877. [1m1488

NOTICE.

FROM This Date Mr. EDWARD SHEPPARD and Mr. M. W. GREIG are authorised to SIGN the NAME of our FIRM per procuration at FOOCHOW, and Mr. E. F. ELLWELL at AMOY.
RUSSELL & Co.
China, 1st June, 1877. [6m837

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... 5,000,000 of Dollars.
RESERVE FUND ..... 650,000 of Dollars.

COURT OF DIRECTORS.
Chairman—H. HOPPIUS, Esq.
Deputy Chairman—F. D. SASSOON, Esq.
E. H. Bellios, Esq. A. McIvor, Esq.
W. H. Forbes, Esq. Wilhelm Reimers, Esq.
Hon. W. Keswick, Esq. Ed. Tobin, Esq.
CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum.
For 6 months 4 per cent. per annum.
For 12 months 5 per cent. per annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
16] Hongkong, 16th August, 1877.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL ..... £800,000.
RESERVE FUND ..... £110,000.
Bankers.
THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

The BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange business.
Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application. [904

NOTICE.

THE Undersigned begs to state that he will CLOSE his FURNITURE ESTABLISHMENT on the 1st of December next.
Persons owing him Money are requested to pay immediately, and those having Accounts against him will please collect as soon as possible.
(Signed) AH KING & Co.
Hongkong, 12th November, 1877. [1m1673

"JAPAN GAZETTE."
YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements for that Paper will be received at this Office.
Hongkong Daily Press Office.
Hongkong, 23rd May, 1877. [809

NOTICE.

THE Undersigned has been appointed AGENT at THIS PORT for THE POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY (LIMITED).
W. H. NOTLEY.
Hongkong, 6th June, 1877. [tf894

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
Hongkong, 9th November, 1868. [66

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS, to the low rates of Premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risks to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.
SIEMSSEN & Co.,
Agents.
Hongkong, 1st July, 1874. [78

TO BE LET.

TO LET.

THE DWELLING HOUSE at WEST POINT, known as "Shirley House," now in the occupation of HERBERT COPE, Esq.
Also,
The THREE LARGE HOUSES recently thoroughly repaired, known as FLETCHER'S BUILDINGS, adjoining the Control Department. They may be occupied as entire Dwellings or in Flats, and would be suitable for a Mess or Boarding Establishment.
SPACIOUS GRANITE and COAL GODOWNS, connected with the above, fronting the Harbour and Queen's Road. Stabling.
Apply to
SHARP, TOLLER, AND JOHNSON, Solicitors.
Supreme Court House,
Hongkong, 17th September, 1877. [665

TO LET.

THE GROUND FLOOR of No. 39, QUEEN'S ROAD, with Godown underneath; Compradore and Servants' Offices. Also additional Godown accommodation if required. Immediate Possession.
Apply to TURNER & Co.
Hongkong, 4th October, 1877. [1496

TO LET.

THE DWELLING HOUSE & OFFICES, No. 1, D'AGUILAR STREET, lately in the occupation of Messrs. DOUGLAS LAPRAIK & Co.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 10th July, 1877. [788

TO LET,
With Possession 1st September,
HOUSES, Nos. 4 and 5, PEDDER'S TERRACE, Elgin Street.
Apply to
LANE, CRAWFORD & Co.
Hongkong, 31st July, 1877. [tf1181

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.
Apply to
OLYPHANT & Co.
Hongkong, 1st March, 1877. [tf28

TO LET.

HOUSE, No. 10, ALBANY ROAD, lately occupied by the Rev. R. H. KIDD. "BISNEE VILLA," POKFOOLUM, Furnished.
No. 9, SEYMOUR TERRACE.
Nos. 9 and 11, QUEEN'S ROAD CENTRAL, with Spacious Godowns attached, at present occupied by Messrs. BUTTERFIELD and SWIRE.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 15th October, 1877. [30

LAND AND HOUSES FOR SALE.

SECTION A of INLAND LOT No. 4, having a Frontage of 72½ Feet on the QUEEN'S ROAD EAST, opposite the NAVAL YARD, and a Depth with Frontage of 100 Feet on the NULLAH ROAD. Area, 6,953 Feet; Crown Rent, £25 4s. 6d.
T. G. LINSTEAD.
Hongkong, 26th November, 1877. [2w1743

CHRISTMAS! CHRISTMAS! CHRISTMAS!!!

F. HUTCHINGS,
COMPRADORE, STEVEDORE, &c.,
Having returned to Amoy, begs to announce that he will supply
CHRISTMAS MEATS,
and all other Produce to be obtained at the aforesaid port of Amoy,
ON REASONABLE TERMS,
and trusts that Hongkong Residents will favour him with their Patronage as heretofore.
He will have a Grand Selection of Meats for the Christmas Vacation; also Fat Turkeys and Geese.
Amoy, 9th November, 1877. [1m1702

FOR SALE.

DANISH BEER, TUBORGS FABRIKKER,
87 per Case Quarts.
39 per Case Pints.
LANE, CRAWFORD & Co.,
Sole Agents.
Hongkong, 8th November, 1877. [1m1663

FOR SALE.

DOUBLE-BARREL GUNS, CENTRAL and PIN-FIRE, with Cartridges, Cartridge Cases, Wadding, Shot, &c. Also RIFLES and REVOLVERS.
Apply to J. F. SCHEFFER,
54, Praya Central.
Hongkong, 18th September, 1877. [1419

FOR SALE, SHAMEEN, CANTON,

THE Desirable PROPERTY, known as Lot No. 46, consisting of Commodious DWELLING HOUSE, OFFICES, and SILK GODOWN.
For Particulars, apply to
G. M. SMITH,
1546] Canton.

FOR SALE.

CUTLER, PALMER'S CELEBRATED WINES AND COGNAC.
Price List on application.
F. BLACKHEAD & Co.
Hongkong, 1st November, 1877. [1627

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORBAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [59

CHRISTOPHER JOHNSON AND CO.
WESTERN WORKS,
SHEFFIELD,
Manufacturers of the highest class
ENGINEER'S CAST STEEL, FILES, TOOLS, CUTLERY, &c.
SOLE AGENTS FOR HONGKONG AND CHINA
HARRIS, GOODWIN AND Co.,
HONGKONG and SHANGHAI,
who will always carry a large Stock of Files, Cutlery, and other Goods.
[3m1348

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANCE.
By Dr. DEVAN,
With many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE—
In Paper Wrapper $1.50
Neatly Bound $2.00
Apply at the *Daily Press* Office.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
MELCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, 27th March, 1876. [65

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20 %.
Attention is invited to a considerable reduction in Premia for LIFE INSURANCE in China.
A. MacG. HEATON,
Hongkong, 27th September, 1875. [75

AUCTIONS.

PUBLIC AUCTION.

VALUABLE LAND AND HOUSEHOLD PROPERTY, &c.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction (unless previously disposed of by Private Sale), on
MONDAY,
the 31st December, 1877, at Noon, at their Sale Room, Praya Central,—
The following PIECES or PARCELS of GROUND, with the BUILDINGS erected thereon—
FIRST.
All that PIECE or PARCEL of GROUND, situated in Victoria, Hongkong, and registered in the Land Office as the remaining portion of INLAND LOT No. 41, abutting on the North side thereof on a public road, and measuring thereon 153 feet; on the South side thereof on Section A of the aforesaid Inland Lot No. 41, and measuring thereon 75 feet and 55 feet; on the East side thereof on a public road, and measuring thereon 88 feet, and on the West side thereof on a Close registered in the Land Office as Inland Lot No. 201, and measuring thereon 36 feet, which said Piece or Parcel of Ground contains in the whole about 8,000 square feet, of which the Annual Crown Rent is $73.01; together with the Messuages or Tenements standing thereon, at present leased by D. RUTTONJEE, Esq.
SECOND.
All that PIECE or PARCEL of GROUND, situated in the Pokefulum District of Hongkong, and registered in the Land Office as FARM LOT No. 26, abutting on the North side thereof on Closes registered in the Land Office as Farm Lots Nos. 18 and 25, and measuring thereon 1,200 feet; on the South side thereof on Government Ground, and measuring thereon 600 feet; on the East side thereof on a Water Course and measuring thereon 1,400 feet; and on the West side thereof on the sea at High Water Mark, and measuring thereon 700 feet, which said Piece or Parcel of Ground contains in the whole 22½ acres, of which the Annual Crown Rent is $53.40.
AND
All that PIECE or PARCEL of GROUND, situated in the Pokefulum District, of Hongkong and registered in the Land Office as FARM LOT No. 30, abutting on the South side thereof on a Close, registered in the Land Office as Farm Lot No. 29, on the East side thereof on the road to Aberdeen, and on the North and West sides thereof on a Water Course, which said Piece or Parcel of Ground contains in the whole 3¾ acres, of which the Annual Crown Rent is $12, together with a quantity of BUILDING MATERIALS at present contained in and about the houses, described as "BELMONT," upon the aforesaid Lots.
TERMS OF SALE.—One-half of the Purchase Money to be paid on the fall of the hammer, and the balance on completion of the Deed or Deeds of Transfer, the expenses of which to be paid by the Purchaser.
The Property to be at Purchaser's risk on the fall of the hammer.
For further Particulars, apply to
LANE, CRAWFORD & Co.,
Auctioneers.
Hongkong, 1st November, 1877. [1619

W. CRAWFORD AND CO.,
57, CARTER LANE, ST. PAUL'S,
LONDON, E.C.,
beg to state that they are open for any Commercial Transactions, as to Consignments, for Granting Drafts, and presenting Commercial Bills for Acceptance and Payment. For Buying English Goods at a very Small Commission, and forwarding Goods to any place in England or the Continent.
We beg to draw your attention to a very important English Invention we have on hand, viz., WOOLLEN BLANKETS OR COVERINGS, OF LARGE SIZES, COMBINED WITH AN AIR PILLOW.
It will be found most necessary and useful for Military Men, Travellers, Invalids, for use in Hospitals, &c., &c., possessing amongst others the following advantages:—It is the finest substitute for a Bed. The Pillow can be raised or lowered at any time with the greatest ease. It will pack up in a very small compass, and can be carried about without any inconvenience.
PRICE FROM 15s. TO 35s EACH.
When ordering the above article, please remit the amount of your order to
6m1176] W. CRAWFORD AND Co.

YEE SUNG & Co.,
COAL MERCHANTS,
Have always on hand LARGE STOCKS of every description of COAL.
Address, care of HOO-TY-LOONG & Co., No. 43, Praya, Hongkong.
Hongkong, 9th May, 1877. [749

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up)	Tls. 420,000
PERMANENT RESERVE	Tls. 230,000
SPECIAL RESERVE FUND	Tls. 75,000
TOTAL CAPITAL and Accumulations this date	Tls. 725,000

DIRECTORS.
F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq. C. KEENS, Esq.
M. P. EVANS, Esq. C. LUCAS, Esq.
SECRETARIES.
Messrs. RUSSELL & Co., Shanghai.
LONDON BANKERS.
Messrs. BARING BROTHERS & Co.
AGENCIES IN
HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.
POLICIES granted on MARINE RISKS to all parts of the World, at CURRENT RATES.
Subject to a charge of 12 % for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.
RUSSELL & Co.,
Agents.
Hongkong, 1st October, 1877. [1513

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Company.
DOUGLAS LAPRAIK & Co.
Agents.
Hongkong, 27th June, 1872. [67

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.
A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.
T. G. LINSTEAD,
Agent, Sun Fire Office.
Hongkong, 4th October, 1876. [79

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.
OLYPHANT & Co.,
General Agents.
Hongkong, 17th April, 1873. [80

INTIMATIONS.

CHINESE IMPERIAL GOVERNMENT EIGHT PER CENT. LOAN OF 1877.

Authorised by Imperial Edict, dated the 2nd day of the 9th Moon, of the III. Year of KWONG-SU (8th October, 1877).

£1,604,276. 0. 10 STOCK, IN BONDS OF £100 EACH,
Bearing Interest from 31st December, 1877, the First Coupon of £1. 6. 8 being payable on 28th February, 1878, and Coupons of £4 being payable thereafter on 31st August and 28th February in each year, until 14th June, 1884, when the last Coupons of £2. 6. 8 will be payable.

THE BONDS ARE REDEEMABLE AT PAR WITHIN SEVEN YEARS (1884) BY HALF-YEARLY DRAWINGS.

PRINCIPAL AND INTEREST PAYABLE IN LONDON, HONGKONG, AND SHANGHAI.

PRICE OF ISSUE 98 PER CENT.

The HONGKONG AND SHANGHAI BANKING CORPORATION, 31, Lombard Street, London, as Agents for the Chinese Government, hereby invite Subscriptions for £1,604,276. 0. 10 of 8 per cent. Bonds at the issue price of £98 per cent., payable as follows:—
£10 PER CENT. ON APPLICATION.
£40 PER CENT. ON ALLOTMENT.
£48 PER CENT. 15 DAYS AFTER ALLOTMENT.

£98

The Bonds will bear interest at the rate of £8 per cent. per annum, payable half-yearly on the 28th February and 31st August at the Offices of the Hongkong and Shanghai Banking Corporation in London, Hongkong, and Shanghai. The first Coupon for £1.6.8 for interest from 31st December, 1877, to 28th February, 1878, will be payable on the latter date, and Coupons of £4 will be payable thereafter on 31st August and 28th February in each year, until 14th June, 1884, when the final Coupon of £2.6.8 will be payable.

The Bonds will be redeemed at par within Seven Years (1884) by Thirteen Half-yearly Drawings of £114,600 each, the balance of the Loan, £114,476.0.10, being paid off on 14th June, 1884.

The Drawings will take place in London in December and June in each year, and the Bonds so drawn will be paid off at par on the succeeding 28th February and 31st August at the offices of the Hongkong and Shanghai Banking Corporation in London, Hongkong, and Shanghai, after which dates interest on the Bonds so drawn will cease.

The Loan has been authorised by an Imperial Edict, dated 8th of October, 1877, which has been communicated to the British Legation at Pekin, according to a dispatch from the British Consul at Shanghai dated 20th October, 1877.

The Loan, principal and interest, is specially secured by the hypothecation of the Imperial Maritime Customs Revenue of the Ports of Shanghai, Canton, Ningpo, and Hankow—the four Ports which have the largest Customs' Revenue of the Empire—to the extent necessary for the due payment of interest and repayment of principal of the said Loan.

The total Customs' Receipts at the Ports named for the past three years have averaged £2,005,500 per annum, and the total Customs' Revenue for the same period at all the Ports in China has averaged £3,560,000 per annum.

The indebtedness of the Imperial Government only amounts to about £700,000, of which about £250,000 matures next year. The amounts of the outstanding Loans and the proposed Loan are therefore, together, only £2,200,000, or about two-thirds of one year's Customs' Revenue. The payments both of interest and principal on account of outstanding Loans have been duly and punctually met by the Chinese Government.

The special hypothecation of Customs' Revenue to meet the charge of the present Loan is constituted by the deposit with the Hongkong and Shanghai Banking Corporation of Customs' Bonds, signed by the Chinese authorities of the respective Provinces in which the Ports referred to are situated, and by the European Commissioners at the same Ports, which Bonds will be held by the Bank in trust for the holders of this Loan. These Customs' Bonds will be received in case of need, in payment of Chinese Customs Duties.

The Customs' Revenue available to meet these obligations, and for which they are specially charged, is £2,100,000 per annum.

Certified translations of the official documents authorising the Loan may be inspected at the Office of the Hongkong and Shanghai Banking Corporation, London.

Applications in the annexed form, accompanied by a deposit of £10 per cent., will be received by the Hongkong and Shanghai Banking Corporation, 31, Lombard Street, London.

Applications from China, Japan, and Manila will be received and forwarded by the Hongkong and Shanghai Offices of the Hongkong and Shanghai Banking Corporation. These from the Straits Settlements and India to be sent to London.

Default in payment of any instalment at the due date will render all previous payments liable to forfeiture.

If no allotment is made, the deposit will be returned in full; and if only a portion of the amount applied for is alloted, the balance of the deposit will be applied towards the payment of the amount due on allotment.

Scrip Certificates to Bearer will be issued against Allotment-Letters and Bankers' Receipts, and Bonds to Bearer, when ready, will be exchanged for fully paid-up Scrip.

Forms of Application can be obtained of the HONGKONG AND SHANGHAI BANKING CORPORATION, at their Offices in London, Hongkong, and Shanghai.

Hongkong, 24th November, 1877.

TO BE RETAINED BY THE BANKERS.

CHINESE IMPERIAL GOVERNMENT EIGHT PER CENT. LOAN OF 1877.
FOR £1,604,276. 0. 10 STERLING.
No. .....

TO THE HONGKONG AND SHANGHAI BANKING CORPORATION.

I request that you will allot me £..... of Bonds of the above Loan in accordance with the Prospectus issued by you dated ..... upon which I have paid the Deposit of ..... pounds, being at the rate of £10 per cent., and I engage to accept the said Bonds or any less number you may allot me, and to make the remaining payments thereon in accordance with the Prospectus.

Name at full length.....
Address .....
Occupation .....
Date..... 1877.

BANKERS' RECEIPT TO BE RETAINED BY THE APPLICANT.

CHINESE IMPERIAL GOVERNMENT EIGHT PER CENT. LOAN OF 1877,
FOR £1,604,276. 0. 10 STERLING.
No. .....

Received this ..... day of ..... 1877, from ..... the sum of ..... pounds, being a Deposit made on application for £..... of Bonds of the above Loan.
FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.
.....

With reference to the foregoing Prospectus, APPLICATIONS will be RECEIVED by the undersigned, until the 15th of DECEMBER NEXT, on which Date the allotments will be made, and the final instalment of 48 per cent. will be PAYABLE on the 31st of December, 1877. Exchange on Applications received in Hongkong will be calculated at the rate of 4s. per Dollar.
T. JACKSON,
Chief Manager,
Hongkong and Shanghai Banking Corporation,
1784 Agents issuing the Loan.

INTIMATIONS.

ROSE AND CO.

Have received by the FRENCH MAIL, Steamship "FERONIA," and other late arrivals,
A Choice Assortment of GOODS, consisting of
DRESS MATERIALS,
SILKS, BLACK and COLOURED MERINOS, DAMASKS, &c., &c.
LADIES' and CHILDREN'S FANCY CLOTH JACKETS.
VELVET and SEALSKIN JACKETS.
The "Dame Trot" HAT, with all the other New Shapes, in FELT, VELVET, BEAVER, CHIP, &c., &c.
FRENCH FLOWERS and FEATHERS.
PLUSH SCARVES for HATS.
A Variety of WOOL WRAPS of every description.
EVENING DRESSES, in TARLATAN TULLE, SILK, &c.
The NEW GALON and FEATHER TRIMMINGS, all Shades.
A Choice Assortment of FRENCH FANS; also the NEW FAN-HOLDER, in all Shades.
LADIES' and CHILDREN'S LINEN and LACE SETS.
LADIES' and CHILDREN'S BOOTS and SHOES.
GENTLEMEN'S SHIRTS, with and without COLLARS.
SCARVES, COLLARS, GLOVES.
CHRISTY'S FELT HATS, New Shapes in BROWN, &c.
SEALSKIN and SMOKING CAPS.
HENDRIES' and PIVER'S PERFUMES, SOAPS, &c.
A good Assortment of FANCY WORK.
CHRISTMAS PRESENTS AND NEW YEARS' GIFTS.
TOYS! TOYS!!
Just opened. Inspection respectfully invited.
QUEEN'S ROAD,
Hongkong, 29th November, 1877. [1760

NOTICE.

THE Undersigned, being about to leave the Colony, requests that all CLAIMS against him may be sent in to him, and all Parties indebted to him make payment, on or before the 3rd December, 1877.
(Signed) MAHOMED ALLANA.
Hongkong, 26th November, 1877. [1w1742

MANILA.

HOTEL FRANCAIS.

The Undersigned begs to call the attention of his Patrons and the Public in general that, having returned to the Management of the above Hôtel, into which he has introduced sundry reforms and advantages hitherto not existing in same, he offers the best Hotel in the Islands, most MODERATE CHARGES, combined with best Articles in Wines, &c., &c.; all of which enables him to ensure that the reputation hitherto enjoyed, and for which best thanks are tendered, will henceforth be such as to merit a continuance of the favours of Persons visiting Manila.
BILLIARDS—BATHS—CARRIAGES.
LALA ARI.
Manila, 15th November, 1877. [2m1734

HONGKONG HOTEL.

TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present Five-yearly Lease expiring on the 31st August, 1878. SEALED TENDERS to be sent in on or before the 31st March, 1878, to the SECRETARY of the HONGKONG HOTEL COMPANY, LIMITED, who will supply any information required.
By Order of the Directors,
LOUIS HAUSCHILD,
Secretary.
Hongkong, 15th September, 1877. [1421

MANILA.

THE Undersigned has This Day OPENED at this Port a BUSINESS, consisting of HOTEL, SHIP-CHANDLERY, and GENERAL STOREKEEPER, situated on the MOLE, facing the Bay.
Fresh Provisions and Water supplied on the SHORTEST NOTICE.
EDWARD VERRIL.
Manila, September 12th, 1877.

HOTEL DE L'EUROPE
MANILA,
On the MOLE, near the Harbour-Master's Office, and within Ten Minutes' walk of the Merchants' Offices.
TABLE D'HOTE, BATHS, BILLIARDS, &c.
EDWARD VERRIL,
1441] Proprietor.

NOTICE.

Office of the SHANGHAI STEAM NAVIGATION COMPANY, in Liquidation.

A SECOND RETURN of CAPITAL, at the rate of FIVE TAELS per SHARE, will be made to Shareholders of record on the 1st October, payable at the Office of the Liquidators, on the 8th instant.
Warrants will be delivered by the Undersigned to Shareholders or their lawful representatives on presentation of Share Certificates for endorsement.
The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 8th instant inclusive.
By Order, RUSSELL & Co.,
Liquidators.
Shanghai, 2nd October, 1877. [1512

IN THE GOODS OF PROSPER EDOUARD HENRI DERODE, DECEASED.

NOTICE is hereby given that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the Estate of PROSPER EDOUARD HENRI DERODE, late of LILLE, France, who died at Cannes, France, on the 10th day of December, 1869, and Letters of Administration of whose personal Estate were duly granted to ANDRE DAMMANN, of Canton, in the Empire of China, Merchant, by the Supreme Court of Hongkong in its Probate Jurisdiction on the 26th day of October, 1877, are hereby required to send in writing the Particulars of their CLAIMS or DEMANDS to the said ANDRE DAMMANN, at his address aforesaid; or, to the Undersigned, WILLIAM HENRY BRERETON, the Solicitor of the said ANDRE DAMMANN, at the Office of the said WILLIAM HENRY BRERETON, 29, Queen's Road, Hongkong, on or before the 1st day of February, 1878.
And Notice is hereby given that at the expiration of the last-mentioned day the said ANDRE DAMMANN will proceed to distribute the Assets of the said PROSPER EDOUARD HENRI DERODE amongst the parties entitled, having regard to the Claims of which the said ANDRE DAMMANN has then had notice; and that the said ANDRE DAMMANN will not be liable for the Assets, or any part thereof, so distributed to any Person of whose Claim the said ANDRE DAMMANN has not had notice at the time of the distribution.
Dated this 31st day of October, 1877.
WM. H. BRERETON,
Solicitor of the said ANDRE DAMMANN.

A PONG AND CO., PHOTOGRAPHERS,
31, QUEEN'S ROAD CENTRAL,
OPPOSITE SAXLE & Co.'s.
This Establishment has always on hand a large Stock of Views of Hongkong, Canton, and Macao, and their Environs, of a SUPERIOR KIND at MODERATE PRICES.
The Proprietors, who are prepared to take Photographs of every description, any size, and execute all kinds of out-

NOTICE.

THE CHRONICLE AND DIRECTORY FOR 1878.

(With which has been incorporated "THE CHINA DIRECTORY.")

The PUBLISHER requests that those Firms who have not yet returned the Printed Forms which have been sent to them to fill up, will be kind enough to do so WITHOUT DELAY. Any Persons who have recently arrived, or to whom Printed Forms have not been forwarded, are desired to send their Names and Addresses as early as possible for insertion.

Daily Press Office, November 12th, 1877.

NOTICE.

IT is hereby notified that I have placed MR. R. CHATTERTON WILCOX IN CHARGE of the PRINTING and PUBLISHING BUSINESS carried on at the *Daily Press* Office from this date, and it is further notified that MR. WILCOX has entered into an Agreement with me as LESSEE of that BUSINESS, to commence on the 1st JANUARY, 1878.

YORICK JONES MURROW,
by his Attorneys
WM. PUSTAU & Co.

Hongkong, 7th November, 1877.

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING CHEMISTS,
By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
AERATED WATER MAKERS,

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY. [58

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

The Daily Press.

HONGKONG, NOVEMBER 30TH, 1877.

THAT old source of annoyance to foreigners, the Woosung Bar, is again giving rise to complaints. The *N. C. Daily News* says that the past summer has had the usual effect of diminishing the depth of water on the bar, and in addition to this it has so narrowed the channel that it is with great difficulty two vessels can contrive to pass. The existing channel is, in fact, silting up, and it is daily becoming more difficult for ships to get over the bar. Only a few days back two steamers were detained at Woosung several days owing to there not being sufficient water to admit of their crossing the Bar. These delays are not only very vexatious but they also mean serious pecuniary loss to shippers and merchants. We should like to know if this barrier to navigation in the Hwang-pu is ever to be removed. If left to themselves the Chinese Authorities will defer the work to the Greek Kalends, for they have no inclination to abolish the obstacle. But the matter should be made the subject of strong representations to them by the Foreign Ministers. It is monstrous that foreign merchants should have to pay port dues while this troublesome barrier is allowed to impede navigation and hinder trade. Representations have, we are aware, been made before, and been treated with cool indifference at Peking, but another appeal should be tried and an endeavour made to shame the Chinese officials into moving in the matter. The effort made by Lord DERBY to save the Shanghai and Woosung Railway certainly met with scant respect, and it is probable that a remonstrance from one Power on the state of the Woosung Bar would meet a similar fate, but it is just possible that a very decided demand by all Treaty Powers to have the troublesome barrier dredged would receive better consideration. At all events it would be worth while making the trial. In the meantime it is interesting to note the conduct of the Power which the British Government is urged by an ill-informed and ill-judging body of philanthropists to treat "equitably," while their organ of is opinion loudly insisting upon the ratification of the Chefoo Convention. There is no fear of China not being treated equitably by Great Britain, but there is no reciprocity on the part of the Chinese, who systematically refuse to carry out their obligations to foreigners and uniformly leave undone that which they ought to have performed. It is to be hoped that Lord DERBY will not be swayed by philanthropic dreamers, but will be guided by facts which place the conduct of the Chinese Government in anything but a favourable light.

THERE is now no doubt that the threatened famine in the North of China has commenced. A correspondent of a Shanghai contemporary writes from Peking giving the result of a conversation he had just had with a silk merchant lately from Shansi. This man states that famine is now causing a large number of deaths in that province. "In the prefecture of Fenchow, five or six hundred had died in the fifth month. In that part of the province the early wheat harvest was three-tenths of a full yield. The later harvest has been an entire failure. Scarcity extends over the entire southern half of the province, including Taiyuen, Loo-an, Pingyang, Chaichow, and Fenchow. The price in Shansi of a tow of wheat (ten pints) is now a tael and a half. That of small millet is a tael." The Catholic missionaries write word that the famine is widespread and extends through parts of Honan, Shensi, and Kansuh, as well as Shansi. There will also be scarcity, if not actual famine in several parts of Shantung again this winter, and many districts in Chihli are also in urgent need of assistance. Altogether the prospects this winter are worse than they were last. In Shanghai a Committee, called the China Famine Relief Fund Committee, has been formed for the purpose of raising funds and organising relief for the sufferers, who will need all the assistance that their own countrymen and foreigners combined can render them. Hongkong was not behind in contributing to the famine fund last year, nor will it, we trust, be so this winter. A committee might be formed here to work with the Shanghai committee. More money would be raised if an organised effort were to be made than if the matter were, as last year, left to the exertions of one or two individuals. The prospects in India are now improving, and a very large sum of money has been raised for the sufferers by famine there, so that a little attention can be directed towards the mitigation of the terrible distress impending in North China.

We have received a copy of a pamphlet by an anonymous author entitled, "The Central School. Can it justify its raison d'être?" published by Noronha and Sons.

At the Court of Inquiry on the loss of the British bark *Queensberry*, yesterday, Mr. Thomsett said that numbers of merchant vessels were lost through not having the lead, which was a great fault amongst merchantmen, who thought it was too much trouble.

Yesterday afternoon the American Consul paid a visit to Admiral Véron on board the *Atalante*. On leaving the vessel a salute of seven guns was fired, and the American flag hoisted at the fore. The Consul then visited Vice-Admiral Hillyar on board H.M.S. *Audacious*, and on his leaving that ship a similar compliment was paid.

Return of visitors to the City Hall Library and Museum for the week ending Nov. 28th:—

	EUROPEAN.	CHINESE
Thursday	33	354
Friday	52	431
Saturday	39	292
Sunday	86	Sunday
Monday	41	455
Tuesday	39	474
Wednesday	45	360
	335	2,366

One of the sufferers by the late explosion on board the *Yesso*, who was removed from the Gaol ward on Wednesday by his friends, has since died, making in all, according to the Coroner's official return, seventy-seven deaths. The sufferers in the gaol are progressing so favourably that Dr. Mowll, of H.M.S. *Vigilant*, who has been in attendance since the day of the accident, returns to his ship to-day. That gentleman, we hear, is to receive a presentation from the Chinese community for the kindness he has shown to the sufferers.

The Russians hope (says the *Pioneer*) to supply Bokhara with tea from China. A Colonel Maief who has been looking into the matter, believes that tea can be brought from Kan-Chau-Fu, in the province of Kansuh, by the old caravan route through Su-chau, across the Great Desert, past Kildja, Tashkend, Samkrand, and Kati-Kurgan. Tea brought by this route would cost 37 per cent. less than the present selling price in Bokhara. Unless the proverb, "As wide-awake as the brokers of Bokhara," still holds good, the profits will go, of course, to the enterprising Russians. The Central Asian Trading Company may be interested in all this; and geographers will recognize the route as that taken by Messrs. Marco Polo and his brother Nicolas, when they went from Bokhara to the court of the Great Khan.

THE LOSS OF THE "QUEENSBERRY."

An inquiry into the loss of the British barque *Queensberry*, Captain Hennings, was held at the Harbour Master's Office yesterday. The Court was composed of Mr. C. May, Police Magistrate (president); Captain Thomsett, R.N., Harbour Master; Captain McMurdo, Government Marine Surveyor; Mr. T. Jackson, Unofficial Justice of the Peace; and Captain Clyma, of the British ship *Oneida*.

Thomas Hennings said—I am a master mariner and have been so since 1874. My certificate was lost in the ship. I obtained it in Liverpool. I do not recollect the number. I have been at sea fifteen years, and have been principally employed in the China, Australia, and West Coast of America trades. This was my second voyage to China as master. I was in the same ship before. The vessel's registered tonnage was 628. I left New York on the 10th May with a cargo of petroleum (22,000 cases) for Yokohama. The crew consisted of myself, first mate, boatswain, eight able seamen, two boys, a steward, and a carpenter. My wife and two children were with me. We passed Java Head on the 5th September. Up to that time there had been no accident. After passing Java Head we had light variable winds and fine weather to the 13th October. On that day I got observations. The position was lat. 7·05 N., and long. 115·20 E. I had two chronometers, and was able to correct their errors in rates by sighting Pernambuco Light-house, the Island of Amsterdam, Java Head, St. Nicholas Point. The chronometers had gone very badly. It was on the 23rd September, that I got my rates by the Great Natunas. From noon on the 12th we had fair winds. We were steering for the Palawan Passage. I did not get near enough to the land to correct my chronometers. On the day I struck my latitude was 8·14 N. by observation, and E. long. 117·14·5 by the ship's chronometer, and 116·38·30 by my own chronometer. I was steering N.E., making about 8 N.E. ½ N. course. We went eighteen miles on that course, and then I hauled her up N.N.E. At noon I steered N.E. ½ N. five miles, when the ship struck about half-past five. Land was in sight, but about twenty-five miles off, as near as I could judge. I threw over some cargo and floated her off. Two pieces of false keel came up at the same time. The vessel then struck again. The wind was W.N.W. when she struck the first time. There was eighteen feet of water under her. The draught of water was nineteen feet six inches. The water was fairly smooth, with a slight swell. I threw over about two or three hundred cases of petroleum oil. The vessel then floated. I then steered N. by E. for about eight miles, when she struck again. From the time we left the first reef until we struck again we were pumping. The men were pumping for three-quarters of an hour. Directly we got off the reef the carpenter sounded the well and there was twenty-three inches of water. She was upon the reef about twenty minutes. I had not time to make up my mind whether to proceed on to Yokohama or not when she struck again. I consulted with the chief mate, and came to the conclusion that to steer N. by E. would be a proper course. That was after she had struck the first time. It was quite dark when she struck the second time; it was about seven o'clock. She struck very heavily. The wind was W.N.W. and all sail set, and the vessel was going along five or six knots. At the first shock the deck ends started, the mast wedges came out, and we were afraid that the mast would come down. We then got the boats ready. I sent a man below to get the luff tackle, but he came back and told me he could not go down as the water was coming in very fast. We had three boats, a lifeboat and a pinnace, also a small one that was in the water when we struck. The chief mate, six men, and two boys were in the lifeboat. Myself wife, two children, four able seamen, and boatswain were in the pinnace. We were afraid of the mast falling and breaking the boats; that was why we took the boats out. We then laid off from the ship until the mast broke, and then the vessel seemed to sink. We had no clothes, provisions, or water in the boats. We laid by her until daylight. During the night I lost sight of the chief mate's boat, and at daylight we pulled for shore, where we landed on the S.W. coast of Palawan Island about ten o'clock in the morning. On the first day I saw no people or water. On the night of the 14th I went northward and found the chief mate, and he told me that he had found a fine stream of water, and had taken the metallic tubes out of the boat and made tanks with them. He also said the natives had given them some rice, and he understood them to mean that they would give them some more to-morrow. The occupants of my boat and myself had nothing to eat for the first four days. We left the Bay on the 15th inst., trying to make further northward, but failed. We then ran back and made for Balabac. On the 18th we met a native boat, the crew of which gave us about two pounds of cooked rice, two pounds of raw rice, and some fish. That was all we had to eat from the time of the wreck until the 20th, when we arrived at Balabac. We there found the Spanish gunboat *Albay*, and I at once went on board. The chief mate had not arrived there. The officers treated us very well, as did the governor of the island; they gave us food and clothing. The chief engineer of the gunboat (Mr. Sparshot) was an Englishman and he interpreted for us. We went ashore and lived in a hut. I then went in the gunboat, steamed out to look for the other boat, and found her in a bay on the 21st, to the southward of where we left her. They then came away with the boat in the *Albay*. We stopped at Balabac three weeks. We left in the Spanish steamship *Pasig*, bound to Manila, where we arrived on the 14th November. We left there on the 15th, by order of the British Consul, in the Spanish steamer *Madan* for this port, where we arrived on the 18th November.

By Captain McMurdo—I saw no broken or discoloured water before the vessel struck the first time.

By Mr. May—It was by the Governor's order that we received the provisions and clothing. I do not know the Governor's name. The officers and crew behaved very well during the whole time. I have no complaint to make whatever.

John F. Mohrmann said—I am a native of Heligoland, and was chief mate of the *Queensberry*. I have been to sea thirty-one years. I hold a chief mate's certificate. I obtained it at Sunderland in the year 1875. I joined the *Queensberry* at New York in May, 1877. I recollect the 13th October. I was on deck when the ship struck the first time. We had fine weather, and were going free about five knots with all sail set. Land was in sight and about twenty-three or twenty-four miles off. There was no broken or discoloured water. I was on deck at the time; it was not my watch. I was very much surprised when the vessel struck. I did not think that there were any reefs near. The chart was always kept in the state room. We had a hand line on board; it was not used before the vessel struck. When the vessel struck we threw the lead; there was three fathoms. When we left New York the vessel was drawing seventeen feet nine inches forward, and nineteen feet five inches aft. We threw over about two hundred cases of oil. We then got off the reef and steered N. by E. and continued that course for about thirty minutes when we struck again.

At this stage of the proceedings the court was cleared for five minutes.

Examination continued—We took in all sail after we struck, except the lower topsails. It took twelve minutes to set all sail again. The small boat was lowered and a man went in her to sound about, but no soundings were taken, as the ship got off before we had time to take any. The captain had a conversation with me after we struck and were off (at which time I was superintending the making of sail) as to what was to be done. We came to the conclusion to sail on, but if she made too much water to ground her. We sounded the pumps continually and were also pumping. After the vessel floated she made about six or seven inches of water. I do not know if any of the false keel was off, but I was told by some of the men who saw the pieces come up that it was so. It was about quarter to seven when we struck; I am certain it was not later. It was dark but a clear night. When the vessel struck the second time she struck very heavily. The vessel was thumping several times. There was a little swell on at the time. We then took in all sail, and let go all halyards. I sounded the well just before I left the ship, which was about fifteen minutes after she struck, and there was three feet of water in it. We laid by the ship during the night. There was time to get provisions out of the ship, but it was not safe to go on board as I thought the mast would come down every minute. I saw the vessel break and sink; that was about two o'clock in the morning. I left the wreck when she broke up, and let my boat drift towards the shore. I landed on the Sunday and found a stream of water. I took the metallic tubes out of my boat and filled them up with water. That same day I saw some natives, who gave me some sugarcane and uncooked rice. I took one of the tanks and cooked the rice. Had some matches in my pocket. We slept there that night. On the next day the captain's boat came to us, and we consulted as to whether we could go further up the coast to a bay northward. After three days' sailing we gave it up as a failure, as the wind shifted; we then ran back. On my way back I landed in a bay and walked five miles up into the country. I there found a small settlement and obtained two cocoanuts and about two pounds of rice. A Spanish gunboat came into the bay and picked us up on the 21st October. The officers of that vessel treated us very well. The two boats were left at Balabac.

Daniel Connor said—I am boatswain and second mate. I have no certificate. I joined the *Queensberry* at New York. When it was my watch the captain was on the deck nearly all the time. It was my watch when the vessel struck the second time. The captain was on deck. Land was about twenty-five miles off and in sight. There were no signs of discoloured or broken water at the time of striking the reef. All of a sudden the vessel struck. We threw overboard some cargo, shortened sail, and were on the reef about one hour when she floated off. She was then making eleven inches of water. All hands were at the pump. I was on deck when she struck the second time. I should think it was about two hours and a half from the time she got off the first reef until she struck on the second reef, when she bumped very heavily indeed. I thought she was going to break up, as some of the false keel came up, which I at first took to be some of her planks. We had no time to get provisions or water. I got to Balabac with the captain and was well treated. I have no complaint to make against any one.

By Captain Clyma—After we got off the first reef we were about a quarter of an hour setting all sail.

The Court was then cleared for three-quarters of an hour, after which the following finding was given:—

FINDING.

We find that the British bark *Queensberry*, official number 16,928, Thomas Hennings, number of whose certificate 89,877, was totally lost on a reef lying off the S.W. coast of the Island of Palawan, in the China Sea, on the 13th October last, while on a voyage from New York to Yokohama with a cargo of petroleum oil.

"We find that the chronometers, by which the ship was being navigated, were of a most untrustworthy character, and their incorrectness contributed to the loss of the ship.

"We find that the master, in endeavouring to avoid the shoals on the western side of the Palawan Passage, kept too close to the shoals on the eastern side.

"We find that the master, not being certain of his distance off shore, neglected the precaution of trying to obtain soundings.

"Considering the great sufferings which the master underwent from the time the *Queensberry* was lost to the time when he was able to obtain assistance at the island of Balabac, a period of six days, the Court do not feel disposed to direct the suspension of his certificate. In lieu thereof the Court hereby severely reprimand Thomas Hennings and caution him to be more careful in the use of the lead.

"The Court take this opportunity of calling the attention of the Government to the kindly and generous manner in which the officers of the Spanish Government at the Island of Balabac received and treated the shipwrecked crew of the *Queensberry*. They also call attention to the kindly behaviour of the natives of the Island of Palawan, who readily supplied the crew with such provisions as it was in their power to give them.

"Given under our hands at Hongkong this 29th day of November, 1877.

"C. MAY, First Police Magistrate.
"H. G. THOMSETT, R.N., Harbour-Master.
"T. JACKSON, Unofficial Justice of the Peace.
"R. MCMURDO, Government Marine Surveyor.
"S. CLYMA, Commander British ship *Oneida*."

NEWCHWANG.

8th November.

The winter is coming on apace. Already we have the thermometer (Fahrt.) down to 15 deg. Northerly wind has just commenced, and if it last two or three days there may be a thin coating of ice on the river. Vessels are doing their best to clear out, but some may be stuck, or at any rate may have to go with part cargoes.—The native government have sent several steamers for millet to Tientsin, to meet the exigencies of famine.—*N. C. Daily News* Correspondent.

THE EXPLOSION ON THE "YESSO."

The coroner's inquest on the bodies of the men killed by the explosion on the *Yesso*, on the 22nd instant, was continued yesterday. The jury are Messrs. Mosely Meyenberg, and Radecker.

Mr. Sharp, Crown Solicitor, appeared to watch the case on behalf of the Crown.

Mr. Brereton appeared for the owners and chief engineer; he stated that he originally appeared for the owners and officers, but he understood the third engineer had engaged other legal assistance.

Mr. Gillies, Secretary of the Hongkong and Whampoa Dock Company, said—I am an engineer. I was called in by Messrs. Douglas Lapraik and Co. to make a survey of the *Yesso*, on the morning of the 22nd inst., in conjunction with Mr. Robb. We made the survey that afternoon at two o'clock. The plan produced and marked A is a plan of the starboard boiler of the *Yesso*. The back end of the boiler is shown in section. The plans are correct. On examining the starboard boiler we found that the upper plate of the forward end had been torn away by the pressure and driven about 18 feet into the fore-hold, forcing down the wooden bulkhead in its course. There was a dock support near the end of the boilers and the top of it was forced over to the port side. I examined the plate in conjunction with Mr. Robb. I found it had been a Lowmoor plate from its having been flanged. The plate now in the hands of the police is the same plate. Only Lowmoor iron would flange in that way. The thickness of the plate originally was 3-8ths of an inch. It had diminished by corrosion. Round the upper side it was nearly the original thickness; the port corner and the bottom edge I found about 3-16ths, and the starboard side about 1-8th. I found eight iron angle bars rivetted on this plate, and parts of what had once been eight stay plates securing the end of the boiler remaining. Those plates were very much corroded, and only one of them had the appearance of having been recently severed. They were very thin, some about the thickness of thick paper and the thickest 4th of an inch in thickness. We found eight angles on the inner side of the shell of the boiler, having rivetted to them the other portions of the stays. We examined those portions and found them corroded in the same manner as the parts attached to the broken plate, and only one showed any sign of recent fracture. The size of the stays originally was 15 inches broad and 3-8th of an inch thick. I presume they had been Thorneycroft iron; no one would use Lowmoor for that purpose. Thorneycroft iron is cheaper than Lowmoor. There is no part of the boiler made of Lowmoor with the exception of the furnaces, the up-takes, the combustion chambers, and the parts that require flanging. The other parts are made of Thorneycroft or best Staffordshire. Lowmoor is more malleable and tougher than other iron. The gusset stays were attached to the upper shell and end of the boiler at an angle of forty-five degrees. Their mean length was five feet. The other supports to stay the end of the boiler were from the combustion chamber and were attached at a distance of 4ft. 9in. from the top. I measured the area of the boiler end from the top to the lower stays; it was 5794 8in. The aggregate pressure with 15lbs. of steam was 38.8 tons, and with 20lbs. 51.7 tons. The superficial area of the opening of the boiler where the plate was torn away was 4870.8 square inches giving an aggregate pressure of 32.6 tons with 15lbs. and 43.4 tons with a pressure of 20lbs.; with a pressure of 22lbs. it would be 47.74 tons. Without any support, I would have considered the plate very unsafe with a pressure of over 5lbs., knowing the state of the plate. I was two years a chief engineer on a steamer. I was on the steamship *Athenian*, trading in the Mediterranean. I was also chief engineer on the steamer *Glengyle* for four months. I have a personal knowledge of what the duties of engineers are in the different grades. The chief engineer is responsible for the boilers and machinery being in proper working order. The cleaning of the boilers and looking after any repairs that may be wanted in the boilers is alway entrusted to one of the junior engineers. It is his duty to report any defect to the chief. It is his duty to report immediately to the chief and not to the second. A third engineer who discovers a defect would not have discharged his duty by simply reporting the defect discovered to the second and not to the chief. Boilers are generally cleaned out alternately, one boiler one month and the other the next. Where three engineers are employed that duty is usually entrusted to the third. The duty of the chief would be to make a personal inspection of the boilers of his steamer once at least every six months, making a very careful inspection.

The Coroner—Is it customary for a chief engineer to examine them oftener than once in six months.

Witness—That entirely depends on the state of the boiler. A boiler that is known to be getting weak will require more attention and inspection than a new boiler. I would consider that a boiler such as the *Yesso's*, with the amount of work she has done, if it had not been neglected ought to have been in very fair condition.

The Coroner—Having regard to the age of the *Yesso's* boilers, made in April, 1874, would you have considered it the duty of the first engineer to have inspected latterly those boilers more frequently than once in six months.

Witness—Knowing the condition of the stays, I would have considered it necessary.

The Coroner—Having regard to the time those stays were made, when do you think that they would show such signs of corrosion as would make them the object of special observation?

Witness—They should have been the object of special observation from the time the boiler was put in the ship, as they form the most vital part of the boiler as regards safety. Gusset stays are very objectionable, and ought not to be used where there is room for longitudinal ones; they are only used in small boilers. The deterioration in the stays has been going on ever since the boiler has been running. To a competent engineer those stays would have appeared to require renewing perhaps twelve months ago. I think it would have been seen, if the stays had been examined nine months ago, that they required renewing. No engineer could fancy that those stays were for any other purpose than supporting the back end of the boiler. I would consider it the duty of a chief engineer to examine the boilers himself every six months, even though he was told by his subordinates that everything was all right in the boilers. It is the duty of all engineers to see that the safety-valve is properly weighted but more especially that of the chief engineer. The chief engineer is responsible for weighting the safety-valve from time to time as the boilers get older. I am speaking of the obligation in reference to Hongkong, where there is not a Board of Trade Surveyor. 40lbs. was a great deal too much for the safety-valve on the *Yesso*. If I had been the chief engineer, knowing the state of the plate, which I should have known if I had been doing my duty, I should have weighted the safety-valve at 15lbs. if the stays had been in proper condition, but knowing the state of the stays I should have weighted it at 5lbs. I would not have gone to sea without new stays if it were possible to get them, and under no circumstances would I have weighted the safety-valve up to 40lbs. I had some holes bored in the shell of the boiler and I found the thinest part 5-16ths of an inch. I think the rupture in the plate blown out commenced at the starboard corner, the weakest part. In my opinion the explosion occurred through the plate being too weak to resist the pressure of steam, and that was owing to the thinness of the metal and the absence of stays. I think it came away from the starboard corner first, and after being torn half way across, bodily left the boiler. I have made a plan of the fore part of the ship, showing the fore-hold, fore 'tween decks, and the forecastle, and I have marked their dimensions and their tonnages. The dimensions were taken by myself. I could form no opinion as to the pressure at the time of the explosion. Mercurial gauges are the best test-gauges under certain circumstances. Bourdon's gauges are the best for an engine-room.

By Mr. Sharp—The defects in the stays were to be seen by an ordinary examination. Apart from any report made by the inferior officers it is the duty of the chief engineer to be perfectly cognisant of the state of the machinery and boilers. In large companies, when a vessel returns home the boilers are taken in hand by a shore gang and the chief boiler-maker makes a report on their condition. Where there is not a shore gang it is the duty of the chief engineer to make the report.

By Mr. Brereton—These boilers were made under the superintendence of Mr. Brockett, who was in the Dock Company's service for five years. He was considered a very good engineer. Having regard to the fact that that boiler was made in April, 1874, I do not think it would be reasonable to expect that the gusset stays would be in fair order at the present time. Round stays are more durable than gusset stays. Gusset stays may be round bars or flat plates. I have never seen plate gusset stays in American boilers; they have always been round bars.

Mr. Brereton—Supposing the first engineer had gone into the starboard boiler nine months ago and carefully inspected the interior, do you think it possible he could have found those gusset stays but slightly corroded?

Witness—He would have found them corroded—I think more than slightly.

Mr. Brereton—But their state of corrosion would be a matter of opinion would it not?

Witness—The amount of corrosion would be a matter of fact; it would be visible.

Mr. Brereton—Supposing he found them but slightly corroded, and having regard to the fact that he was accustomed to round stays, do you think there was anything unusual in his not having made a critical examination since, the officers in the meantime having reported that they were all right, or that they had not reported any defect?

Witness—If the stays were only slightly corroded nine months ago and the third engineer had reported no defects, it might be not unusual for Mr. Bernard not to have made a critical examination within the nine months.

Mr. Brereton—If the stays were all right and the plates in their present condition would there have been any danger in running the vessel.

Witness—Not with a pressure of 15lbs.

Mr. Brereton—When you speak of making a personal inspection every six months, I suppose you refer to what you would do yourself?

Witness—What I have done myself, and what I know others do.

Mr. Brereton—Is it not the custom for the chief engineer to content himself with looking after the second and third, and not himself to do any hard work or make any critical examination of boilers?

Witness—Known defects ought always to be critically examined.

Mr. Brereton—But in the absence of any report from the second or third, would not the chief abstain from making any personal inspection as a rule?

Witness—Inspecting and the general overhauling the boilers is generally left to the second and third, but the chief usually inspects them himself once in six months, sometimes oftener.

Mr. Brereton—Supposing the chief engineer had known that the third had the duty of examining the boilers at the end of every round trip east upon him and that he did examine them without reporting any defect, would not the chief have rested satisfied ordinarily without himself making a critical examination?

Witness—I think the chief engineer should examine the boilers every six months.

Mr. Brereton—Do you think as a matter of fact chief engineers as a rule do so?

Witness—I can't say they do; I believe some of them don't.

Mr. Brereton—You are aware there is a very stringent system of inspection at home?

Witness—Yes.

Mr. Brereton—And don't you think such a system is necessary to prevent such accidents as this?

Witness—I do.

Mr. Brereton—Gusset stays of this nature, I believe, are more liable to decay on account of the action of the water on both sides?

Witness—Yes, they present a greater surface.

Mr. Brereton—Might not a man who had been accustomed all his life to round stays, and not having experience of the working of flat stays, make an error of judgment as to their durability?

Witness—This class of stays excoriate much more rapidly than the others, and a person might be deceived as to their durability.

Mr. Baillie, of the Novelty Iron Works, recalled, said—I have made a further examination of the gauges of the *Yesso*. I took the large gauge apart. I found the inside in splendid condition, no steam had ever leaked through, but the spring was a little weak from constant use, so much so, that the hand stands at 5lbs. when there is no steam on. I closed the gauge up and attached it to the pipe again. I did not take the small one apart. I have tested my own gauge by the fire-engine boiler, and found it quite correct. I got six out together from San Francisco, and tested two. They were both right. The mercury gauge could not be wrong. On the 27th I went on the *Yesso* accompanied by Mr. Bernard. I saw that the safety valve had not been interfered with. I took it apart and weighed all the parts separately. I calculated what pressure would be required to lift it. It is loaded at 29.15lbs. and would probably blow off at 30lbs. I produce the figures of the calculation. I have examined the port boiler of the *Yesso* by order of the Acting Superintendent of Police. I find the first gusset stay on the inboard side completely gone, the second and third parted and very thin at the edges; the first and second on the outboard side just parted, and the other three still connected. I did not hammer them; they would be found thin if the scale was knocked off. Between the third and fourth stay on the outboard side someone has drilled a hole into the back end of the boiler to ascertain the thickness. It was a full quarter of an inch thick or very near 5-16ths. This appeared to be the worst part of the boiler.

By Mr. Brereton—I have never seen gusset stays in this kind of boiler before. An engineer accustomed to working with round stays might commit an error of judgment as to the durability of flat ones like those in the *Yesso*.

Captain Ashton, recalled, looked at the engineer's log and slates kept in the engine-room, and said—The chief engineer has always told me the large gauge in the engine-room was the one they went by and it always marked 4lbs. or 5lbs. less than the actual pressure. I asked his reason for supposing so, and he said he could feel a pressure of steam on the valve before the gauge indicated any. That, I suppose, accounts for his log book showing 19lbs. and 20lbs. of steam when the log slate in use in the engine-room only recorded 15lbs.

By Mr. Sharp—No one is holding the office of Marine Superintendent to the company now. When I held the office the engineers handed me their logs and at the same time reported verbally to me on the state of the boilers and machinery generally.

This concluded the evidence.

Mr. Brereton then addressed the coroner. He said—I came here in the first instance, on behalf of the owners and officers of the *Yesso*, and I would merely observe in the first instance that so far as Douglas Lapraik and Co., are concerned they deplore this accident more than anyone else can possibly do, not only because of the sad loss of life in itself but because these people were their own friends and customers, so to speak, and because they have really spared no pains or money, and have taken every possible care, to secure perfect safety on their steamers. They keep the most efficient staff of officers they can possibly obtain. Take for instance Captain Ashton, who has commanded the *Yesso*, for so many years, and who has given evidence here. I suppose there is not a gentleman who knows him who does not believe him to be an efficient seaman, and who, if he had to go on a perilous voyage, would ask to be put under a better commander. The same may be said of the commanders of all Messrs. Douglas Lapraik and Co.'s ships, and also of all the officers and engineers. They are all paid handsomely, and I am instructed to say that in the present case Mr. Bernard, on account of his special knowledge of these engines, was actually paid more than the others, but it is absolutely impossible without such stringent provision for inspection as is made at home to prevent accidents of this kind. I know Messrs. Douglas Lapraik and Co. have been most anxious to have that provision extended to Hongkong. With regard to the first engineer, Mr. Bernard, looking at the accident now, no doubt, with all its fearful results, the case looks bad; but Mr. Bernard has been for eleven years a most careful painstaking engineer, and no other accident has ever happened on the ship during that time. Now I suppose there never was an accident of this nature or any other, where it has not afterwards become known that had certain precautions been taken it could have been prevented, but accidents have happened ever since the world began, and nothing can prevent disasters of this kind but the same stringent regulations as are in force at home. I believe an ordinance has been prepared extending those provisions to Hongkong, but unfortunately it has not been approved. I believe it went home about two years ago. Had it been in force this accident could not have occurred. I put it that this was an inevitable accident so far as the chief engineer was concerned. Had he made monthly or six-monthly inspections very carefully it might have been avoided, but he is not a young man, and he has been accustomed to leave this to his subordinate officers, which it appears from Mr. Gillies's evidence is a customary thing, and receiving no report from either of the other officers that any defect existed he was lulled into security and he took no precautions or made any recent inspection. There is another point which I think is of very great importance. He was accustomed to the old boilers built in America, which had round stays, and these, it has been proved, lasted for something like nine years without any accident happening. Nothing was more natural than that Mr. Bernard, seeing that these boilers lasted so well, and that these stays did their work so well, should be deceived and imagine that these flat stays should last a similar time. It has been proved that corrosion commences as soon as a boiler gets water into it and begins to run. After seeing the stays nine months ago he calculated that they were not dangerously corroded. Now the strongest possible evidence that he formed that opinion *bona fide* is that he risked his own life. A man will not do that willingly, and so he remained in perfect security believing there was no danger. It was an error of judgment that he did not have these stays repaired or make a more recent inspection. I ask your Worship to look at the matter in that light and consider it as an inevitable accident, such as unfortunately may take place any day, and would do so frequently at home were it not for those excellent provisions. There is the case of the *Thunderer*, where the boilers were built of extraordinary strength. Every precaution was taken and yet there was an accident resulting from the negligence of some one—I don't say criminal negligence—the verdict of the jury negatives criminality—but with that boiler built in the best manner and with every possible appliance, this deplorable accident took place by which forty people lost their lives. Mr. Robb, an experienced engineer, says that could have been prevented, and when the steed is stolen we know that if the stable door had been locked it would have been safe, and then the door is locked. This accident has happened, and the result has been this awful loss of life, but it was an inevitable accident such as will happen. We all should do our duty, but we don't, not from any wilful negligence but owing to the infirmity of human nature. So far as Mr. Bernard is concerned it must be treated as an inevitable accident. He has been for eleven years a careful engineer, and he risked his own life.

The Coroner explained to the jury that the inquest was on the body of Tsang Asam and others and that the verdict would be just as good as if they had gone into the question of the identification of the whole seventy-seven, which was the number who had died according to his return. Several Chinese gentlemen had taken infinite pains about this case in getting the names, ages, and native places of those who were scalded, and from their information he had been able to get a nominal list of the people who had been wounded and of those who had died. He had on his list this morning the names of seventy-five died and twenty-five living besides two slightly wounded—the two men who gave evidence on Tuesday. Since then he had got a note to state that three more had been discovered, two dead and one living, which made the list of dead, as far as could be ascertained, up to seventy-seven, including the second engineer and the Malayman, who was one of the crew. He proceeded—The point on which we first take a verdict is as to the death of Tsang Asam. You know all the evidence, and that a number of men died on that day. You have seen the boiler plate for yourselves and what are called the gusset stays, and we have had a good deal of scientific evidence as to what amount of pressure boilers would bear under certain circumstances. At the begining of the inquiry I told you we did not know anything about it—then everything was consternation and people felt horrified that such a thing should have occurred—but that as we went on we would probably get at the root of the whole matter, and I think we have done so. It seems these were two good boilers, built in 1874, having the end plates stayed up in a certain manner by certain pieces of iron called gusset stays. We find on examination that all the gusset stays in the starboard boiler were absolutely gone with the exception of one, which Mr. Gillies tells us had had recently a metallic connection of the thickness of paper. These stays were originally fifteen inches wide by 3-8ths of an inch thick. Mr. Robb says that there were some of them the corroded ends of which were separated by a foot; Mr. Gillies says an inch or an inch and half. Perhaps Mr. Robb meant the distance in the other direction. However, there were these stays, the purpose of which was to support a plate which had an ordinary pressure of 15lbs. to the square inch, giving a total pressure of thirty-five tons on the plate, and that was increased sometimes to forty-five or nearly fifty tons. Now you would be surprised if, all the ropes that tied it, so to speak, being gone, the mere rounding of the edge of this Lowmoor plate could have withstood such pressure. It is really a wonder it stood so much as it did, and all the engineers say that had they known the state of things they would not have ventured to go to sea in the ship, and Mr. Gillies says he would have weighted the safety valve at 5lbs. The safety valve turns out now to be weighted at 30lbs.; the engineers themselves stated it to be 40lbs., the weight to which it was tested in 1874. There seems never to have been the least change made in that valve. In England the Government fixes the pressure and weights the safety valves, one of which is kept under lock and key, but here the responsibility was thrown on the engineers, and on their own statements the safety valve was never attended to. Now, by a sort of fluke it turns out it was only weighted to 30lbs., but that was not due to any watchfulness on the part of the engineers, because they believed it would show 40lbs. The gusset stays, which are really things that bind this flat surface, being absolutely gone, and the boiler plate itself even with their support not capable of resisting a pressure of more than 15lbs., here were these men driving the ship up and down the coast, and always when the water was being blown out the steam was allowed to attain a greater pressure. You have the statement of the third engineer that he never allowed the steam to get above a certain point; you have the evidence of the first that the steam was at a certain point when the steamer came alongside, but you have also the evidence of the two firemen, who told you they thoroughly understood pressure, what it usually was at sea with a head wind and with a fair wind, and that they observed on the morning of the accident that the pressure had been raised according to the mercurial gauge below until it came up to 21lbs. or 22lbs. A good deal depends on whether that gauge was reliable or not, and the general impression seems to have been that it was perfectly fallacious. The only thing to do was to test it. It was tested. Mr. Baillie tested it with his own gauge, which certainly was not alone to be taken as a standard of accuracy, but from the observation I think you may infer that not only was his right but the mercurial one also. Mr. Robb said he would be very much surprised if the mercurial gauge was not reliable, and the coincidence of the two being the same would seem to show, to my mind, that both were right. Mr. Baillie also examined the large gauge and finds that without any pressure, owing to wear and tear, it marks 5lbs. when it ought to mark nothing. There are two errors here, if we can trust to Captain Ashton's memory. Instead of subtracting from what the gauge marked the chief engineer added to it, so that the record is put down in the log-book as 20lbs. when it ought to have been less. You have the third engineer's statement that he never would run and never did run over 15lbs. Notwithstanding that, opposite his name you have 19lbs. put down. Assuming the chief thought this marked too low it would explain this record and what Captain Ashton states. These are the facts. Do you believe that the pressure was up to 20lbs. or 21lbs., or that the boiler burst in consequence of ext

TOKIO.

On the 15th instant a fight took place between some soldiers of the Tokio garrison and policemen in front of the temple of Shokonsha, Kudan. Some members of the civil force were wounded.

On the 6th instant there was a disastrous fire at Niigata, in which about seven hundred houses were burned to the ground. On the following day a fire at Tottori, Inshin, destroyed about 20 houses.

The *Hochi-Shimbun* says that the three men-of-war which were ordered by the Japanese Government in England have been completed at a cost of more than one million yen. Mr. Uyeno, Japanese minister in London, has been authorised to send them to Japan.

A hospital, built in Anglo-Japanese style, from the designs of Dr. A. Holterman of the Kanazawa hospital, was inaugurated at Toyama (Etchin) on the 8th instant, with the usual ceremonies and feasting. It is to be under the charge of Dr. Tanaka Singo, of Kanazawa.—*Japan Gazette.*

There is a great demand for Mr. Kishida Ginjiro's eye medicine in Corea. Rice has fallen in price, but hardware, koshin kaiki (silk cloth) and foreign cotton cloth finds a good market.

The different parties in Tosa were only restrained from rising in rebellion during the civil war in Satsuma by the energies of ex-Sangi Itagaki. There still seems to be some agitation prevailing among the numerous parties which exist in that province, some of whom are seeking to assassinate Itagaki.

On the 10th instant an entertainment took place at the Imperial Palace in commemoration of the victory over the insurgents, commencing at about four p.m. The Princes of Imperial blood, Daijin, Sangi and the high Naval, Military and Civil Officers, numbering over one hundred, were present and were regaled with tea and sweets. When His Majesty the Emperor appeared a dinner in foreign style was given. The bands of both the Army and Navy played in the garden, which was illuminated with lanterns. This is the largest entertainment which has been given since the Mikado removed to the Palace at Akasaka. It terminated at nine o'clock.—*Japan Mail.*

NAGASAKI.

One prominent feature marking the close of the campaign in Kiushiu is the return of the small fleet of coasting steamers to their legitimate routes from which they have, from one cause or other, been so long withdrawn.

The Tokio Exhibition for home productions seems to have excited the emulation of all the industrial classes in Japan. The inhabitants of Matsuyama in Shikoku are making active preparations for an exhibition of curiosities and their own manufactures, to be held next spring. This is a country hitherto almost unknown to foreigners, and would no doubt prove very interesting to visitors.

James Andrews, a seaman of H.B.M.'s corvette *Modeste*, accidentally fell overboard and was drowned. The body was recovered, and at an inquest held over it, a verdict of "Death from accidental drowning" was recorded.

For many months past the Settlement has laboured under the disadvantage of having no local government to supervise and control the disposal of such moneys as the land-renters have a right to expect should be expended in their interests. It is a notorious fact, that although heavy land-rents are levied on those residing in the Settlement, their personal convenience is so little studied, that—to quote one instance—for the past twelve months residents have been compelled to depend upon their own lanterns and lamps to obtain the facility for travelling from house to house which in a well-regulated place should be provided them. We trust that with the change at H.B.M.'s Consulate, a new era in Nagasaki Municipal affairs will be inaugurated, and that all will join heartily in the endeavour, not only to render Nagasaki what it might be, but to make it what it should be. The experiment of leaving matters in the hands of native authorities has so far proved a failure that it is hoped the Consuls, each and all, will see the necessity for amicably discussing ways and means to provide for the future well-being of the Foreign Settlement of Nagasaki.—*Rising Sun.*

The epidemic of cholera has abated, but various other diseases are prevalent. Small-pox has lately appeared in the Kagoshima Ken, and application for vaccine to be sent has been made to the proper authorities.

The policemen who had been enrolled in this Ken were nearly all disbanded on the 5th, and as a reward for their services during the time of the rebellion they received from 10 to 15 yen each.—*Cosmopolitan Press.*

COMMERCIAL INTELLIGENCE.

OPIUM.

THURSDAY, 29th November.

The rate for Patna has further receded, and at $645 sales are given to-day. The rate for Benares has dropped to $605, at which the drug has been placed. Regarding Malwa nothing to note.

EXPORT CARGO.

Per steamer *Anadyr*, for Continent and London:—

For Continent 2,855 bales Silk, 170 bales Waste Silk, 141 bales Cocoons, 15 cases Silks, 48 cases Silk Worm's Eggs, 217 chests, 268 half-chests, and 1,116 boxes Tea, 1,164 pkgs. Sundries. For London 925 bales Silk, 60 bales Waste Silk, 35 cases Silks, 587 half-chests, 9,105 boxes, and 285 pkgs. Tea, 133 pkgs. Sundries.

EXCHANGE.

ON LONDON.—	
Bank Bills, on demand	3/10½
Bank Bills, at 30 days' sight	3/10½
Bank Bills, at 6 months' sight	3/11½ to 3/11¾
Credits, at 6 months' sight	3/11½
Documentary Bills, at 6 months' sight	3/11¼
ON BOMBAY.—Bank, sight	223
ON CALCUTTA.—Bank, sight	223
ON SHANGHAI.—	
Bank, sight	72½
Private, 30 days' sight	73½

SHARES.

Hongkong and Shanghai Bank Shares—57 per cent. premium.

Union Insurance Society of Canton—$1,100 per share.

China Traders' Insurance Company's Shares—$2,800 per share.

Yangtsze Insurance Association—Tls. 630 per share.

Chinese Insurance Company—$257 per share.

Hongkong Fire Insurance Company's Shares—$675 per share.

China Fire Insurance Company's Shares—$175 per share.

Hongkong and Whampoa Dock Company's Shares—10 per cent. discount.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—21 per cent. discount.

Shanghai Steam Navigation Company—Tls. 26 per share.

Hongkong Gas Company's Shares—$75 per share.

Hongkong Hotel Company's Shares—$60 per share.

Chinese Imperial Loan—£104. Ex. 4s. 1½d.

SALES ON NOVEMBER 29TH, AS REPORTED BY CHINESE.

Stockfish—30 bundles, at $5.20, by Chun-chong to local trader.

Gymsum—100 piculs, at 80 cents, by Chun-chong to local trader.

Shanghai Cotton—20 bags, at $16.60, by Chun-chong to local trader.

Dried Lily Flowers—20 bags, at $9.50, by Kwong-fook-wo to travelling trader.

Cuttlefish—10 bags, at $25.50, by Kwong-fook-wo to travelling trader.

Tientsin Vermicelli—50 bags, at $8.00, by Hop-tai-wo to travelling trader.

Mushrooms—20 cases, at $48.00, by Yee-tai to travelling trader.

Shellfish—10 cases, at $31.00, by Fook-yuen-wo to travelling trader.

White Wax—2 pieces, at $64.00, by Fook-yuen-wo to travelling trader.

Yellow Peas—200 piculs, at $2.30, by Kwong-cheung to travelling trader.

Fungus—20 cases, at Tls. 11.1.0.0, by Kwong-wo-cheung to travelling trader.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

November 29th.	
Barometer—9 A.M.	30.250
Barometer—1 P.M.	30.210
Barometer—6 P.M.	30.160
Thermometer—9 A.M.	66
Thermometer—1 P.M.	67½
Thermometer—6 P.M.	67
Thermometer—9 A.M. (Wet bulb)	65½
Thermometer—1 P.M. (Wet bulb)	64
Thermometer—6 P.M. (Wet bulb)	65½
Thermometer—Maximum	67½
Thermometer—Minimum	65

CHINA COAST METEOROLOGICAL REGISTER.

YESTERDAY'S TELEGRAMS.

November 29th.

BAROMETER, THERMOMETER, &c.	Hongkong		Amoy		Shanghai		Nagasaki	
	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.
Barometer	30.27	30.31	30.21	30.25	30.37	30.43	30.38	30.40
Thermometer attached	64.0	67.0	—	—	49.0	48.1	53.2	50.5
Direction of Wind	NNE	E	NNE	NNE	N	—	NNW	NNW
Force	4	5	4	1	3	0	5	2
Dry Thermometer	64.0	67.0	63.0	64.0	47.6	48.5	50.0	52.0
Wet Thermometer	61.0	62.8	56.1	62.0	44.6	46.5	45.0	52.4
Weather	c.	h.c.	o.c	h.c	h.c.	o.c.r.	c.	b.m.
Hour's Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	0.08	—	—

BAROMETER, true of the sea in inches, tens, and hundredths.

THERMOMETERS, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.

DIRECTION OF WIND is registered every two points, N., N.N.E., N.E., &c.

FORCE OF WIND.—0 calm. 1 to 2 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 9 strong. 9 to 10 heavy. 10 to 12 violent.

STATE OF WEATHER.—*B.* Clear blue sky. *C.* Cloudy. *D.* Drizzly. *F.* Foggy. *G.* Foggy. *H.* Hail. *L.* Lightning. *M.* Misty. *O.* Overcast. *R.* Passing showers. *Q.* Squally. *R.* Rainy. *S.* Snow. *T.* Thunder. *U.* Bad, threatening weather. *V.* Visibility. *W.* Storm. *Z.* Calm. The letters are repeated to indicate any increase over the mean average of their signification.

RAIN.—The hour of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

INSURANCES.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 % on the premia.

NORTON & Co., Agents.

Hongkong, January, 1876. [81

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed Agents for the above Company, are prepared to accept Risks against Fire at Current Rates, subject to a Bonus of 20 per cent.

SIEMSSEN & Co., Agents.

Hongkong, 16th November, 1872. [77

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, 27th June, 1872. [68

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [64

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

Hongkong, 15th October, 1868. [71

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $50,000 on any one

FIRST-CLASS RISK,

at Current Rates.

A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co., Agents,

Imperial Fire Insurance Company.

Hongkong, 1st March, 1874. [74

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

ESTABLISHED 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %).

GILMAN & Co., Agents.

Hongkong, 7th July, 1874. [76

THE ONTAI LIFE INSURANCE COMPANY (LIMITED).

CAPITAL TAILS 400,000; EQUAL TO $555,555.55.

DIRECTORS.

LEE SING, of the Lai Hing Firm.
CHAN SHUNG LAI, of the Lai Yuen Firm.
WONG YIE FUN, of the Chun Cheong Wing Hong.
LOO YEE, of the Yee On Firm.
FONG SOEY FUNG, of the Tung Sang Wo Hong.
WONG PAK CHEONG, of the San Tye Lee Hong.
PUN PONG, of the Wy Sing Firm.

MANAGER—HO AMEL.

MARINE RISKS on Goods, &c., taken at CURRENT RATES to Australia, California, Manila, Singapore, Saigon, Penang, and to all the Treaty Ports of China and Japan.

Head Office, 48, Bonham Strand, Hongkong, 1st June, 1877. [1831

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 % allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [73

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20 %) upon the Current Local Rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of Policy.

RUSSELL & Co., Agents.

Hongkong, 1st January, 1874. [69

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Diomed (str.)			Butterfield & Swire	On or about 1st prox.
LONDON	Kate Carnie	James Wilson		Meyer & Co.	Quick despatch.
LONDON	Sydenham	A. Millar	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
HAMBURG AND LONDON	Oncida	S. Clyne	Hongkong	Vogel, Hagedorn & Co.	On or about 31st prox.
HAMBURG	Golden Russett	Richardson	Hongkong	Wm. Pustau & Co.	Quick despatch.
NEW YORK	Isles of the South	Dennett	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
NEW YORK	Colorado	Ingraham	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
NEW YORK	T. A. Goddard	A. F. Smith	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO, via Y'HAMA	Belgic (str.)		Hongkong	O. & O. S. Co.	On 8th prox., at 3 P.M.
SAN FRANCISCO, via Y'HAMA	City of Tokio (str.)			P. M. S. S. Co.	On 10th prox., at noon.
SAN FRANCISCO	Cilurnum	Shrewsbury	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
MELBOURNE AND SYDNEY	Empreza	Skinner	Hongkong	Rozario & Co.	Quick despatch.
MELBOURNE AND SYDNEY	Sea Belle	Ross	Hongkong	Hop Kee & Co.	Quick despatch.
BRISBANE, SYDNEY, &c.	Somerset (str.)		Singapore	Gibb, Livingston & Co.	On 10th prox.
DUNEDIN (N. Z.)	Marie	Burmeister	Hongkong	Rozario & Co.	Quick despatch.
HONOLULU	Charter Oak	Staples	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
SINGAPORE, BOMBAY, &c.	Gwalior (str.)	J. C. Babot		P. & O. S. N. Co.	On 6th prox., at noon.
SAIGON, SINGAPORE, &c.	Pei-ho (str.)	Lecointre		Messageries Maritimes	On 13th prox., at noon.
MANILA	Esmeralda (str.)	Theband	Hongkong	J. Y. V. Shaw	To-day, at noon.
YOKOHAMA	Tanais (str.)	De la Marcelle		Messageries Maritimes	Quick despatch.
YOKOHAMA	Bombay (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
YOKOHAMA	Bertha (str.)	Langley		Wm. Pustau & Co.	Quick despatch.
SHANGHAI	Djemnah (str.)	Champenois	Hongkong	Messageries Maritimes	To-day, at 10 A.M.
SHANGHAI	Teheran (str.)			P. & O. S. N. Co.	Quick despatch.
SWATOW, AMOY, & F'CHOW	Douglas (str.)	Pitman	Hongkong	Douglas Lapraik & Co.	To-morrow, at 2 P.M.

FOR SALE.

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Having completed arrangements for AUTUMN AND WINTER TRADE, we beg to inform our Customers and the Public that we are showing an ENTIRELY NEW and MOST EXTENSIVE STOCK.

We have recently added to our Premises a NEW MILLINERY SHOW-ROOM, in which is displayed every leading NOVELTY.

Owing to the serious depression in the Home Markets we have bought, for Cash, an immense Stock of Silks on most advantageous terms; we are now offering SILKS at much LOWER PRICES than usual.

BLACK SILKS,
Wear Guaranteed, from 65 Cents per Yard.
COLOURED SILKS,
every New Shade.
FANCY SILKS,
STRIPES and CHECKS.
JAPANESE POPLINS,
from 20 Cents per Yard.
TRIMMING SILKS AND SATINS.
BRIDAL SILKS.
BRIDAL SATINS.
BLACK & COLOURED SILK VELVETS,
unusually Cheap.
BLACK AND COLOURED VELVETEENS.
A very large Stock of various
WINTER DRESS GOODS,
certainly the Best and Cheapest Goods ever introduced.
All the New and Useful Colours in
ALL WOOL SERGES.
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ALL WOOL SCOTCH PLAIDS,
Single and Double Width.

Our Dress Department is better assorted, and Prices are lower than at any time in the past.

LADIES' and CHILDREN'S CLOTH and other Seasonable JACKETS and MANTLES. GREAT NOVELTIES are shown in this Department.

SEALSKIN JACKETS, MUFFS, & BOAS.
Various FASHIONABLE FUR TRIMMINGS.
SWANSDOWN MUFFS, CAPES, AND BOAS.
WOOL SHAWLS; "The Excelsior," of Superior Quality and Great Warmth, at $3.50 each.
KNITTED WOOL SHAWLS, CAPES, SCARVES, AND CLOUDS.
WINTER SKIRTS,
Better and Cheaper than ever.
Specialities in LADIES' HOSE.
CHILDREN'S SOCKS.
Elegant Designs in COLLARS and CUFFS
NEW RIBBONS, FEATHERS, FLOWERS, LACES.
TRIMMED AND UNTRIMMED STRAW AND FELT HATS AND BONNETS.
1, 2, AND 4 BUTTONED KID GLOVES, all Sizes and Colours.
DRESSMAKING!
Special attention is given to this Department, Charges are moderate, and fit Excellent.
MILLINERY BY SUPERIOR HANDS.

SAYLE AND CO.,
VICTORIA EXCHANGE,
QUEEN'S ROAD and STANLEY STREET.
HONGKONG;
AND AT SHANGHAI.

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Apply to SIEMSSEN & Co.

Hongkong, 31st May, 1877. [tf354

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown } CANVAS.
ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1867. [55

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY,

WITH THE PUNTI AND MANDARIN PRONUNCIATION.

AN Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have to late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

To illustrate the vast scope of the work, the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 18,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

It comprises upwards of two thousand large quarto pages.

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FOR SALE.

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CLARETS, at $12, $10, $7, $6, $5½, and $4½ PER CASE OF 1 DOZEN QUARTS.
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WACHTER'S CHAMPAGNE,
AS SUPPLIED TO H.R.H. THE PRINCE OF WALES,
$18 PER DOZEN QUARTS.

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Hongkong, 1st November, 1877. [1623

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CHAMPAGNE, 1874.
HEIDSIECK & Co.'s
MONOPOLE.
DEETJEN & Co.

Hongkong, 2nd July, 1877. [6m1034

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3 STEAM WINCHES.
1 PATENT STEAM WINDLASS, from HARFIELD & Co., Patentees, London.
1 SET STEAM STEERING GEAR, all Complete and in perfect Good Order.
3 BOW ANCHORS, each 3 TONS.
270 FATHOMS OF CHAIN CABLE to suit.

For further Particulars, please apply to

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CHAS. HEIDSIECK'S CHAMPAGNE, 1874, "WEISSLACK."
$19 ..... per case of 2 dozen pints.
$18 ..... per case of 1 dozen quarts.
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"VIN DES PRINCES."
$18 ..... per case of 1 dozen quarts.
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$7 ..... per case of 1 dozen quarts.
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$7 ..... per case of 1 dozen quarts.
LORMONT.
$5 ..... per case of 1 dozen quarts.
$6 ..... per case of 2 dozen pints.

SIEMSSEN & Co.

Hongkong, 1st May, 1876. [52

NOTICE.

A. MILLAR AND CO.,
PLUMBERS AND GAS FITTERS,
QUEEN'S ROAD EAST,
HONGKONG. [tf1409

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

ADA WISWELL, American bark, Wiswell.—Order.
ALEXANDRA, British bark, Elliot.—Douglas & Co.
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ASSENS, Danish bark, Vandel.—Ed. Schellhass & Co.
ATALANTA, German steamer, Petersen.—Siemssen & Co.
BEETHOVEN, German bark, Haje.—Melchers & Co.
BELLONA, German steamer, Ahrens.—Wm. Pustau & Co.
B. F. WATSON, American bark, Hawkins.—Captain.
BLANKENESE, German bark, Spiesen.—Eduard Schellhass & Co.
BREMA, German bark, Timpe.—Wieler & Co.
BROOMHALL, British ship, Bate.—Russell & Co.
CILURNUM, British ship, Shrewsbury.—Wieler & Co.
CLARA, British ship, Chalmers.—Order.
COLORADO, American ship, Ingraham.—Vogel, Hagedorn & Co.
COQUETTE, German bark, Sauridsen.—Eduard Schellhass & Co.
DORIS BRODERSEN, Danish ship, Nielsen.—Order.
EMPREZA, British bark, Skinner.—Birley & Co.
EVENING STAR, British bark, Ashburn.—Forbes & Co.
FAITH, British bark, Davies.—Chun Tye.
FERDINAND BRUMM, German bark, Voss.—Melchers.
GLENISLA, Brit. bark, Watts.—Landstein & Co.
GLORY, Siam. bark, Thompson.—Tack Mee & Co.
GREAT ADMIRAL, American ship, Thompson.—Captain.
HELICON, American ship, Howes.—Melchers & Co.
HIERONIMUS, British brig, Koch.—Landstein & Co.
H. N. CARLETON, American bark, Harkness.—Captain.
IRENE, German schooner, Hansen.—Carlowitz & Co.
JACOBINE, German bark, Hohlmann.—Siemssen & Co.
JYLLAND, Danish bark, Laub.—Eduard Schellhass & Co.
KATE CARNIE, British bark, Wilson.—Meyer & Co.
LOMBARDIAN, Brit. bark, Chapman.—Borneo Co.
LOUISA, German 3-m. schooner, Schierloh.—Ed. Schellhass & Co.
LUCKY, Siamese bark, Sadershorn.—Tack Mee.
MALVINA, German bark, Kluge.—Wieler & Co.
MANGERTON, British bark, Thompson.—Adamson, Bell & Co.
MARIE, German bark, Burmeister.—Wm. Pustau & Co.
MARIVELES, Spanish steamer, J. Munoz.—Remedios & Co.
MIKADO, German bark, Hinsch.—Melchers & Co.
MORRO CASTLE, American bark, Jewett.—Captain.
NEMESIS, British steamer, McKindy.—Olyphant & Co.
ONEIDA, British ship, Clyne.—Messageries Maritimes.
ORANGE GROVE, British bark, Longmuir.—Russell & Co.
RHUDDLAND CASTLE, British bark, Richards.—Wm. Pustau & Co.
RIGA, British steamer, Clarke.—Order.
SAMOS, American 3-m. schooner, Bryant.—Russell & Co.
SUMATRA, American ship, Clough.—Order.
SYDENHAM, British ship, Millar.—Messageries Maritimes.
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VICTORY, British brig, Whiting.—Chinese.
VISCOUNT MACDUFF, British 3-m. schooner, Wright.—Hing-sing-tye.
WEALTHY PENDLETON, American bark, Blanchard.—Order.

VESSELS ON THE BERTH.

FOR MANILA.

THE Steamship

"ESMERALDA,"

Captain Theband, will be despatched for the above Port TO-DAY, the 30th instant, at Noon.

For Freight or Passage, apply to

J. Y. V. SHAW, Agent.

Hongkong, 26th November, 1877. [1746

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

THE Company's Steamship

"DJEMNAH,"

Commandant Champenois, will be despatched for SHANGHAI

TO-DAY, the 30th instant, at 10 A.M.

H. DU POUEY, Agent.

Hongkong, 26th November, 1877.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"DOUGLAS,"

Captain G. D. Pitman, will be despatched for the above Ports TO-MORROW, the 1st December, at 2 P.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, 29th November, 1877. [1759

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship

"TANAIS,"

Commandant De la Marcelle, will be despatched for

YOKOHAMA

shortly after the arrival of the next French Mail.

H. DU POUEY, Agent.

Hongkong, 26th November, 1877.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"DIOMED"

will be despatched on or about the 1st December.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th November, 1877. [1659

FOR YOKOHAMA.

THE British Steamship

"BERTHA,"

Langley, Master, shortly expected, will have quick dispatch as above.

For Freight or Passage, apply to

WM. PUSTAU & Co., Agents.

Hongkong, 24th November, 1877. [1739

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY"

will leave for the above place shortly after the arrival of the Steamship "TEHERAN" with the next English Mail.

ADAM LIND, Superintendent.

Hongkong, 24th November, 1877.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"TEHERAN"

will leave for the above place about 24 hours after her arrival with the next English Mail.

ADAM LIND, Superintendent.

Hongkong, 24th November, 1877.

FOR BRISBANE, SYDNEY, AND MELBOURNE,

(Calling at the usual Australian Coast Ports).

THE Eastern and Australian Mail Steam Company's Steamer

"SOMERSET"

will be despatched as above from SINGAPORE on the 10th December next.

For Freight or Passage, apply to the Undersigned, who are prepared to grant through Bills of Lading.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 20th November, 1877. [1710

FOR LONDON (DIRECT).

THE A1 British Clipper Bark

"KATE CARNIE,"

James Wilson, Master, having the greater portion of her Cargo engaged, will have immediate despatch as above.

For Freight, apply to

MEYER & Co.

Hongkong, 28th November, 1877. [1758

FOR MELBOURNE AND SYDNEY.

THE British 3-m. Schooner

"SEA BELLE,"

Captain Ross, will load here for the above Ports, and will have quick despatch.

For Freight or Passage, apply to

HOP KEE & Co.

Hongkong, 27th November, 1877. [1751

FOR HAMBURG.

THE AA1 Clipper Barque

"GOLDEN RUSSETT,"

Richardson, Master, will have quick despatch as above.

For Freight, apply to

WM. PUSTAU & Co., Agents.

Hongkong, 23rd November, 1877. [1736

FOR HAMBURG AND LONDON.

THE A1 British Ship

"ONEIDA,"

S. Clyne, Master, having three-fourths of her Cargo engaged, will load here as above, and will be despatched on or about the 31st December.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, 28th November, 1877. [1754

FOR SAN FRANCISCO.

THE A1 British Clipper Ship

"CILURNUM,"

Shrewsbury, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, 19th November, 1877. [1699

FOR LONDON.

THE *A1 100 years Splendid British Clipper Ship

"SYDENHAM,"

A. Millar, Commander, will load here for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co., Agents.

Hongkong, 26th September, 1877. [1461

VESSELS ON THE BERTH.

FOR HONOLULU.

THE A1 American Ship

"CHARTER OAK,"

Staples, Master, will load here for the above Port, and will have quick despatch.

For Freight or Passage, apply to

VOGEL, HAGEDORN & Co.

Hongkong, 5th November, 1877. [1642

FOR NEW YORK.

THE A1 American Ship

"COLORADO,"

Ingraham, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, 5th November, 1877. [1643

FOR NEW YORK.

THE A1 British Ship

"ISLES OF THE SOUTH,"

Dennett, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, 11th October, 1877. [1520

FOR NEW YORK.

THE A1 American Bark

"T. A. GODDARD,"

A. F. Smith, Master, will load here for the above Port and have early despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 21st November, 1877. [1m1715

FOR DUNEDIN (N. Z.).

THE A1 German Barque

"MARIE,"

Captain Burmeister, will load here for the above Port and have a quick despatch.

For Freight or Passage, apply to

ROZARIO & Co.

Hongkong, 15th November, 1877. [1688

FOR MELBOURNE AND SYDNEY.

THE A1 British Barque

"EMPREZA,"

Captain Skinner, will load here and have a quick despatch as above.

For Freight, apply to

ROZARIO & Co.

Hongkong, 2nd November, 1877. [1634

STEAM FOR—
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS,
SOUTHAMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "GWALIOR," Captain J. C. BABOT, will leave this on THURSDAY, the 6th December, at Noon.

Tea and General Cargo for London will be conveyed *viâ* Bombay without transhipment, arriving one week later than by the direct route. Silk and Valuables will be transferred to the Calcutta steamer at Galle.

For further Particulars, apply to

ADAM LIND, Superintendent.

Hongkong, 23rd November, 1877.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,

IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND ATLANTIC STEAMERS.

THE Steamship "BELGIC" will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 8th December, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. on the 7th December. PARCEL PACKAGES will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSAGE TICKETS.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, 28th November, 1877.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
PONDICHERRY, MADRAS, CALCUTTA, AND BOMBAY.

ON THURSDAY, the 13th December, 1877, at Noon, the Company's Steamship "PEI-HO," Commandant LECOINTRE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for

EXTRACTS.

THE SMILE AND THE SIGH.

A lonely smile, which smiled in sadness,
Once hailed upon the passing breeze
A new-born sigh, which sighed in gladness
To give a restless mortal ease.

The smile and sigh soon formed a union—
A union everlasting, blest—
Whereby, in brotherly communion,
Each worked to give the other rest.

Thus, mutually their toils relieving,
They lived in peaceful light and shade;
No petty jealousies conceiving,
Of naught, not even death, afraid.

And when, with friendship still unbroken,
Fate summed them for a time to part,
Each of the other kept a token,
To prove the pair were one at heart.

For, smiling, the sigh to Heaven was carried
On angels' golden wings one day,
While, sighing, the smile on earth still tarried,
And lent its charm to lifeless clay.

Till then, this world was often dreary,
But since then (so the legend saith),
Death's sigh gives life unto the weary,
Life's smile itself illumines death.

—From *Macmillan's Magazine.*

THE POPE AND HIS PHYSICIAN.

It has been supposed (says the *World*) that the Pope has discharged his old physician Dr. Pellagallo for telling the truth about his health. This is both a mistake and a libel upon his Holiness. Dr. Pellagallo was dismissed for making a mistake—telling what was not the truth, and frightening all faithful Catholics. The facts are these:—One morning the Pope, feeling a good deal of soreness on one of his shoulders, drew Pellagallo's attention to it. The doctor looked at the place, recognished the presence of inflammation, jumped at the conclusion that erysipelas had set in, and left the Vatican convinced that the days of Pius IX. were numbered. Crossing the bridge of St. Angelo, he met the correspondent of the *Nazione* on his way to the Vatican in search of material. "How is the Holy Father this morning?" he inquired. The doctor shook his head, and pronounced the word erysipelas. "*Dio santo*, his end is near!" "Exactly so;" and the pressman wheeled round, went direct to the telegraph-office, and wired the all-important news to his paper. The discomfort felt by the Pope was caused by nothing worse than an incipient boil; but the "scare" having been traced to the doctor, the irritation spread to the Pontiff's temper, and Pellagallo was discharged.

A RECOLLECTION OF THE QUEEN AS A GIRL.

The Rev. Owen W. Davys, Rector of Wheathampstead Rectory, St. Albans, whose father, the late Bishop of Peterborough, was tutor to the Princess Victoria, writes as follows to the *Queen*:—"My father was first sent for to Kensington Palace to read English with the Duchess of Kent, but after a few weeks Her Royal Highness said to him, 'You teach me so well that I wish you would teach my little daughter,' and the result was that he became tutor to the Princes Victoria, commencing her education from the English alphabet. Time went on, and it became evident that the Princess would in due time ascend the Throne. Dr. Davys, now Dean of Chester, had one day requested Her Royal Highness to write out a chart of the succession of the English monarchs, which she presented to him afterwards, beautiful inscribed (this valuable document is still carefully preserved), down to the time of King William IV. Dr. Davys, when praising the accuracy of the work, remarked, 'But, Princess, you have not put down the name of the next heir to the Throne,' on which Her Royal Highness said, after some consideration, 'Well, if I put down any name after that of Uncle William, I suppose that I should have to put down my own.' On the Duchess of Kent being informed of what had occurred, she told the Dean that it was a great satisfaction to her that her daughter should have discovered so great a fact in so simple a manner. It will be seen that when Dr. Davys accepted the Deanery of Chester, he still continued, except during his annual cathedral residence, his duties as Her Majest's preceptor; indeed, he did not discontinue them for some time, his very last duty in that capacity having been to attend at Buckingham Palace, at Her Majesty's desire, to hear her read over the first speech she delivered in the House of Lords; for the Queen did him the honour to consider that she should not be satisfied with the delivery of the speech till it had been heard by one in whose knowledge and taste in elocution she had so much confidence. When my father returned to his carriage, in which he had take me as a boy for his companion, I well remember his delight, and his confident assurance ance that Her Majesty's admirable reading would make that impression, of which everyone who has heard her voice in Parliament well knows the power. It was at no very long interval after this that a messenger arrived at our house in Kensington with a note from Baroness Lehzen, containing the short message, 'The Queen says that you are to be Bishop of Peterborough.' He had had some communication at a former time with Lord Melbourne, and had stated that he hardly felt himself prepared for such anxious duties as those of a bishop; but when this note came I can remember his saying to my mother, 'Of course, if the Queen says I must be a bishop, I must be.' Singularly enough, he had once said, when passing though Peterborough, and admiring the beauty of its cathedral and the quiet of its precints, 'Well, if they ever make me a bishop, I wish it might be here;' and there he lived and worked for a quarter of a century, cheered by many marks of Her Majesty's remembrance and regard, which became all the more touching as old age came on and death drew near, and the walking funeral from his home to his cathedral and his grave, simply arranged by his express desire, was accompanied by the only outward dignity, which we well knew that he would not have declined, the carriage of the Sovereign once his pupil."

MARK TWAIN'S CHEEK.

Those two sage-brush wits, Mark Twain and Dan de Quille, once roomed together during the early days of Virginia City, when everything was in its primitive state, and before the advancing hand of civilisation provided the comforts of metropolitan life. Both were employed on the *Enterprise*—Dan as the "rock sharp" and Mark as the "funny man." One of Mark's eccentricities was to shirk all kind of responsibility, and he invariably left Dan to do all the buying, rent-paying, &c., and by dint of much perseverance and an equal amount of forcible persuasion, Dan managed to make Mark pay his quota towards the expenses—not that the latter regretted separating himself from a few shekels, of course not, but from an indisposition to be bothered with such trifles as his mind soared to higher things than "a dollar's worth of coal," "four bits' worth of kerosene," or "a quarter's worth of soap," &c. Mark carried his indifference to extremes; but there was really no limit to his cheek. He possessed the pure, genuine, unadulterated article. He would borrow Dan's comb, use it, put it in his pocket, and blow Dan up for not possessing a better one.

In those days he was never known to own a pair of drawers, or an undershirt, or even a pair of socks; but he would walk the streets in a suit of Dan's best, which he had appropriated from the latter's trunk, and then swear because there happened to be a button off the shirt. He would go to Dan's trunk, examine the articles therein, and then turn to that person and ask him if he didn't have a pair of socks without a hole in the heel.

Mark and Dan were both inveterate smokers, and, of course, we know who bought the tobacco. If Dan should happen to get hold of an inferior brand, and fill the box with it, Mark would intimate that "when people bought tobacco they might exercise a little judgment, and not get stuff that a man couldn't use."

These little peculiarities of Mark's nature, though sometimes expensive to Dan, were nevertheless enjoyed by him; but one day Mark overlapped the bounds of Dan's amiability, and that individual got mad. Think of it—Dan de Quille in a passion.

It seems Mark run out of a tooth-brush, and how to replace it without sacrificing some of his mining stock puzzled him considerably; but a brilliant idea one day thrust itself into his puzzled sconce.

"Heaven be praised for the thought," soliloquised he; "genius will be rewarded!"

So one morning, standing by the wash-stand, just after rising, he picked up the coveted article, and turning it round and round in his hand, said to Dan, who was still snugly ensconced between his blankets, but with one eye on Mark—

"Say, Dan, that looks like my brush."

"Liar!" shouted Dan. "That brush did an Egyptian to my mother give."

"And has the old woman practised on it, too?" asked Mark.

"Aye, verily," quoted Dan.

"And how long, my perfumed blanket-sweater, have you cleansed those foul snags of yours with it?"

"Nine years," faintly murmured Dan, who was beginning to have suspicions that his old dental companion was about to leave him.

"Nine years," said Mark, rubbing the article on the soap, "Bully! if there is anything I hate it is to break in a new tooth-brush;" and in a quarter of a second that almost hairless piece of ivory was exploring the cavern under Mark's nose.

Dan could not brook the insult. A boot-heel instantaneously sank into Mark's skull, and the two great wits of Nevada were friends no more.—*San Francisco Footlight.*

THE CHANGES OF COLOUR IN THE CHAMELEON.

From very ancient times the curious changes of colour which take place in the chameleon, and its supposed power of living on air, have been the wonder of the uninformed, and have furnished philosophers and poets with abundant material for metaphor. The belief that the animal can live on air has been exploded long ago, and was no doubt due to its power of long fasting and to its peculiar manner of breathing. It is only quite lately, however, that any satisfactory explanation has been given of the apparently capricious changes which take place in the colour of the chameleon; the latest researches on the subject being those of M. Paul Bert, the French naturalist, which have been described in a recent paper by M. E. Oustalet. As most of our readers are no doubt familiar with the appearance and figure of this curious reptile, and as descriptions of it may be found in any encyclopædia or elementary work on natural history, we do not consider it necessary to repeat them here.

Many and various theories have been proposed to explain the changes of colour which chameleons undergo; changes the importance of which have been greatly exaggerated. It is generally believed that these animals have the power of assuming in a few seconds the colour of any neighbouring object, and that they intentionally make use of this trick to escape more easily from the sight of their enemies. But this opinion is erroneous; and experiments conducted with the greatest care have proved that chameleons are incapable of modifying their external appearance in anything like so rapid and complete a manner.

The first probably to give any ratio al account of the causes of the puzzling changes of colour in these reptiles was the celebrated French naturalist, Milne-Edwards, about forty years ago. After a patient and minute examination, he discovered that the colouring matters of the skin, the pigments, are not confined as in mammals and birds, to the deep layer of the epidermis, but are partly distributed on the surface of the dermis or true skin, partly located more deeply, and stored in a series of little cells or bags of very peculiar formation. These colour-cells are capable of being shifted in position. When they are brought close to the surface of the outer skin, they cause a definite hue or hues to become apparent; but by depressing the cells and causing them to disappear, the hues can be rendered paler, or may be altogether dispersed. It is noteworthy that the cuttle fishes change colour in similar manner.

Underneath the colour-bags (or *chromoblasts* as they are called) of Milne-Edwards, Pouchet, a recent inquirer, has discovered a remarkable layer, which he calls *scrilescent*, and which possesses the singular property of appearing yellow on a clear, and blue on an opaque background.

M. Paul Bert, within the last two years, has by his researches thrown still further light upon these curious changes and upon the mechanism by which they appear to be accomplished. He endorses most of the results of Milne-Edwards and subsequent inquirers, but has carried his observations much further. It would be out of place here to give a detailed account of the methods by which M. Bert has arrived at his conclusions. Suffice it to say, that by a series of careful experiments, he has discovered that these changes of colour seem to be entirely under the control of the nervous system, and that the chameleon can no more help them taking place than a toad can help twiching its leg when pinched. By acting in various ways upon the spinal marrow and the brain, the operator can send the colour to or withdraw it from any part of the body he pleases. Indeed a previous observer was able to cause a change of colour in a piece of the skin of the animal by acting upon it with electricity; and M. Bert has proved that even in the absence of the brain, the usual changes can be produced by exciting the animal in any way; thus showing that they are due to that class of nervous action which physiologists name *reflex*, and of which sneezing is a good example. M. Bert has also made some interesting experiments on the animal while under the influence of anæsthetics and during sleep. It was formerly known that in the latter case, and also after death, chameleons assumed a yellowish colour, which under the influence of light became more or less dark. M. Bert has found that exactly the same effects are produced during anæsthesia as during natural sleep, and that light influences not only dead and sleeping chameleons, but that it modifies in a very curious fashion the colouration of the animal when wide awake. The same result is produced when the light is transmitted through glass of a deep blue colour, but ceases completely when red or yellow glass is used. To render these results more decisive, M. Bert contrived to throw the light of a powerful lamp upon a sleeping chameleon, taking care to keep in the shade a part of the animal's back, by means of a perforated screen. The result was curious: the head, the neck, the legs, the abdomen, and the tail became of a very dark green, while the back appeared as if covered with a light brown saddle of irregular outline, with two brown spots corresponding to the holes in the screen. Again, by placing another animal, quite awake, in full sunlight, but with the fore-part of its body behind a piece of red glass, and the hind-part underneath blue glass, M. Bert divided the body into two quite distinct parts—one of a clear green with a few reddish spots, and the other of a dark green with very prominent spots.

From his researches as a whole, M. Bert concludes: 1. The colours and the various tints which chameleons assume are due to changes in the position of the coloured corpuscles, which sometimes, by sinking underneath the skin, form an opaque background underneath the cerulescent layer of Pouchet, sometimes, by spreading themselves out in superficial ramifications, leave to the skin its yellow colour, or make it appear green and black. 2. The movements of these colour-bags or chromoblasts are regulated by two groups of nerves, one of which causes them to rise from below to the surface, while the other produces the opposite effect.

As, to the effects produced by coloured glass, they no doubt result from the fact that the coloured corpuscles, like certain chemical substances, are not equally influenced by all the rays of the spectrum, the rays belonging to the violet part having alone the power of causing the colour bags to move and drawing them close to the surface of the skin. This exciting action of light on a surface capable of contraction, an action which hitherto has only recognised in the case of heat and electricity, is one of the most unexpected and curious facts which in recent times have transpired in the domain of physiology. Hence M. Paul Bert's researches are likely to prove of far more value than merely to explain the changes of colour which take place in the chameleon. He hopes especially in carrying out his researches to discover the reason of the favourable influence on health which is exerted by the direct action of light on the skin of children and of persons of a lymphatic temperament; and this may lead to some very important practical results in the treatment of disease. In the meantime he has done much to clear up a very puzzling and very interesting fact.—*Chambers' Journal.*

RICASOLI.

He virtually—after Cavour, or with Cavour—was one of the great authors of the Italian transformation. Through him Tuscany became irrevocably pledged to the path of unification; and the adhesion of Tuscany was far more decisive than those of the minor duchies. Baron Ricasoli had distinguished himself in the revolution of 1848 as one of the heads of the Moderate party. He had been of those who recalled the Grand Duke from his refuge at Gaeta, and experienced the bitterness of seeing that prince allow an Austrian escort to lead him back to Florence. He thereupon sent in all his grand-ducal decorations, and retired to the beautiful estate of Brolio, near Sienna, where he gave himself up to agricultural pursuits; blending with an independent existence the duties of an all but feudal patronage, the cultivation of the mind, and a taste for the arts; nor less, though absent, the strict ally in his opinions of that patrician liberal class—the Cepponi, the Ridolfi, the Corsini, the Peruzzi. He had, like many others, watched with increasing interest the Piedmontese policy; and he had been one of the first, on the approach of the conflict with Austria, to give sign to Florence. Minister of the Interior during the war, under Piedmontese protectorate of Boncompagni, President of the Council after the peace of Villafranca, he, like his colleague at Modena, had henceforth no other thought than that of annexation; and no one, in truth, better than he could cast an air of grandeur on this abdication of Tuscan autonomy before the idea of the one Italian Land. There was nothing in him of the common politician. He was like a portrait of Holbein's—with his erect, stiff figure, severe bearing, frigid yet courteous dignity, his fine and lofty mein, and imperious gestures. He was a Tuscan of the old stock, preserving in his person the traditions of that Ricasoli of former days, a Guelphic captain in the wars of the Romagna, who wishing on one occasion to obtain a decree of the Council of the Twenty-four of Florence, put the councillors under lock and key, and starved them until the decree was voted. The baron of our time, without starving any one, used the iron will of his ancestor in the service of a modern idea, national desire, of which, when in power, he was the impassioned and haughty representative. It was he who said one night at the Palazzo Vecchio to a compatriot on the point of starting for France: "Go, tell those gentlemen that I claim an existence to twelve centuries duration, that I am the last of my race, and that I would give my last drop of blood to maintain my political programme in its integrity." And what he said he did in his own particular manner; not with the large and pliable genius of a Cavour, but with the firmness of a man whose energy was dreaded, whose disinterestedness and patriotism were respected, and who would be obeyed. Beholding this grave and imperturbable minister, who, instead of drawing emoluments from the Treasury, gave on the contrary from his private fortune to assist it, and worked steadily from six in the morning still midnight, the people did not seek to reward him with vain acclamations, which he would have disdained; they felt they were safe under such a leader, and held him in the esteem ranked by Royer-Collard above all popularity. The work Ricasoli was engaged in had no revolutionary taint in it. It was a work of national necessity, and he made it his business to carry it through without suffering it to deviate and be compromised by intrigues on the one hand or agitations on the other. The Florentine dictator knew well that he was encircled by every kind of danger. Above all, he knew that the first condition of well-being for the country lay in the preservation of order; he felt that an appearance of disorder, whatever tended to complicate the imminent question by revolutionary irruption from without, would weaken the national cause, and serve for a pretext to the abettors of restorations or for foreign interventions, and he would not suffer them to have a pretext. Therefore, he was inflexible in repressing any show of agitation or division. Mazzini had flattered himself that Tuscany might be made a centre of operations, of which he was to be ever the shrouded chief. Ricasoli, not without some haughty irony, gave him to understand that, if he caught him, he would hinder him from doing harm by locking him up in his castle of Brolio till such time as the definite construction of Italy was proclaimed. Republicans were straightway conducted to the frontier. Guerrazzi himself, the president of the democratic ministry of 1849, found a difficulty in entering Tuscany. The brilliant Montanelli, with dreams of the kingdom of Etruria for Prince Napoleon, was only licensed to stay because there was very little fear of him. Garibaldi, whose service had been accepted, and to whom the Tuscan contingent of the military league for the common defence had been entrusted—Garibaldi himself came under the scourge of the terrible baron. Once with his Tuscan and Romagnole volunteers, he was on the point of invading the Marches and Umbria; if he had done it, the immediate intervention of France would have been the result—this was known at Florence as well as at Turin. Ricasoli did not delay an instant to check Garibaldi's warlike propensities and cut short the earliest manifestations of a turn for military dictatorship; and Garibaldi had to submit; he fell back growling, but without attempting anything, to Caprera. The stubbornness of Ricasoli, seconded by advices from Turin, warded off a possibly mortal danger.—*The Life of Count Cavour. From the French of M. Charles de Mazade.*

HONGKONG MARKETS.

As Reported by Chinese on the 29th Nov., 1877.

COTTON GOODS

American Drills, 30 yards, per piece	$2.65 to 2.70
American Drills, 1 lbs., per piece	2.50 to 3.60
Cotton Yarn, No. 16 to 24, per 400 lbs.	$94.00 to 101.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$98.00 to 105.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	$100.00 to 115.00
Cotton Yarn, Bombay	$82.00 to 84.00
Chints, per piece	1.70 to 1.75
Dyed Spotted Shirtings, per piece	3.20 to 3.25
Dyed Brocades Shirtings, per piece	3.55 to 3.70
Dyed Damask Shirtings, per piece	5.50 to 5.65
English Drills, 30 yards, per piece	2.10 to 2.15
English Drills, 14 lbs., per piece	2.30 to 2.40
English Drills, 15 lbs., per piece	2.50 to 2.60
Grey Shirtings, 7 lbs., per piece	1.45 to 1.70
Grey Shirtings, 8 lbs., per piece	1.65 to 1.70
Grey Shirtings, 32 lbs., per piece	2.75 to 2.85
Grey Shirtings, 9 lbs., per piece	2.55 to 2.59
Grey Shirtings, 10 lbs., per piece	3.70 to 3.15
Grey T. Cloths, 24 yds. & 32 in. 6 lbs. p. pc.	1.15 to 1.30
Grey T. Cloths, 24 yds. & 32 in. 7 lbs. p. pc.	1.40 to 1.70
Grey T. Cloths, 24 yds 36 in 8 lbs. XO p. pc.	1.90 to 1.95
Grey T. Cloths, 24 yds 36 in 8 lbs. CD p. pc.	1.85 to 1.90
Grey T. Cloths, 24 yds 36 in 8 lbs. XX p. pc.	2.30 to 2.35
Handkerchiefs, Blue, per dozen	0.60 to 0.65
Handkerchiefs, Brown, per dozen	0.55 to 0.60
Handkerchiefs, Red, per dozen	0.72 to 0.75
Handkerchiefs, Light Red, per dozen	0.76 to 0.77
Muslins White, Plain, 12 yds., per piece	1.15 to 1.25
Muslins, White, Figured, 24 yds. p. piece	3.05 to 2.25
Turkey Red Shirtings, 2 lbs., per piece	2.15 to 2.25
Turkey Red Shirtings, 3 lbs., per piece	2.30 to 2.35
Velvet Black, 32 inches, per yard	0.18 to 0.19
Velvet, Gentian, 23 inches per yard	0.21 to 0.22
Velveteens, Black, per yard	0.21 to 0.22
Velveteens, Gentian, per yard	0.23 to 0.25
White Shirtings, 54 to 60 reed, per piece	1.95 to 2.10
White Shirtings, 64 to 66 reed, per piece	2.25 to 2.40
White Shirtings, 68 to 80 reed, per piece	2.60 to 3.15
White Shirtings, 600 reed, per piece	3.30 to 3.35
White Shirtings, 7,000 reed, per piece	3.25 to 3.30
White Shirtings, AA, per piece	1.60 to 1.70
White Shirtings, EF, per piece	5.40 to 5.50
White Shirtings, MH, per piece	4.25 to 4.30
White Shirtings, EI, per piece	6.10 to 6.15
White Spotted Shirtings, per piece	2.45 to 2.50
White Brocades, per piece	2.50 to 2.65

WOOLLEN GOODS.

Blankets, 7 lbs., per pair	$2.70 to 3.00
Blankets, 8 lbs., per pair	3.00 to 3.05
Blankets, 9 lbs., per pair	3.40 to 4.50
Blankets, 10 lbs., per pair	5.20 to 5.50
Blankets, 12 lbs., per pair	6.10 to 6.20
Camlets, SSS, per piece	15.50 to 16.00
Camlets, SS, per piece	16.80 to 17.00
Camlets, S, per piece	17.00 to 17.20
Camlets, HEB, per piece	18.50 to 19.00
Camlets, AAA, per piece	17.00 to 17.20
Camlets, LLL, per piece	15.50 to 16.00
Long Ells, MM Scarlet, per piece	8.75 to 8.80
Long Ells, MM Assorted, per piece	8.75 to 8.80
Long Ells, HH Scarlet, per piece	8.75 to 8.80
Long Ells, HH Assorted, per piece	8.75 to 8.80
Long Ells, H Scarlet, per piece	8.70 to 8.85
Long Ells, H Assorted, per piece	8.65 to 8.75
Lastings, DD, per piece	$14.80 to 15.00
Spanish Stripes, per yard	$0.74 to 0.75

METALS.

Iron, Nail Rod, per picul	$2.15 to 2.20
Iron, Hoop, per picul	3.50 to 3.55
Iron, Bar, per picul	2.60 to 2.75
Iron, Wire, per picul	6.95 to 7.50
Lead, WB, per picul	$6.00 to 6.92
Lead, LB, per picul	6.50 to 6.28
Lead, Hole Chop, per picul	6.50 to 6.88
Quicksilver, English, per picul	$64.00 to 64.50
Quicksilver, American, per picul	$64.00 to 64.50
Steel, English, per tub	3.60 to 3.75
Steel, Swedish, per tub	4.20 to 4.25
Sheathing Metal, per picul	$24.00 to 26.00
Spelter, per picul	7.40 to 7.65
Tin, Malacca, per picul	$20.00 to 20.40
Tin, Plates, per box	$5.45 to 5.50

PRODUCE.

Almonds, per picul	$22.00 to 23.50
Alum, 1st quality, per picul	1.37 to 1.40
Alum, 2nd quality, per picul	1.28 to 1.30
Bark, Siam, per picul	0.83 to 1.10
Bark, Camphor, per picul	$15.20 to 15.40
Bêche-de-Mer, per picul	$50.00 to 55.00
Bees Wax, Japan, White, per picul	$16.00 to 18.50
Bees Wax, Hankow, Yellow, per picul	47.00 to 48.00
Bees Wax, White, per picul	$54.50 to 65.00
Birds' Nests, 1st quality, per picul	$2,200 to 4,000
Birds' Nests, 2nd quality, per picul	$650 to 550
Birds' Nests, 3rd quality, per picul	$170 to 250
Bêlmetons, per picul	$2.75 to 3.50
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$6.00 to 6.65
Camphor, packed, per picul	$18.70 to 19.50
Camphor, Barous, clean, per picul	4,900 to 5,000
Camphor, Refuse, per picul	$2,800 to 3,200
Cardamoms, Superior	$137 to 147
Cardamoms, Inferior, per picul	$18.50 to 19.00
Cloves, per picul	$42.50 to 43.00
Coals, Afoat, per ton	—to—
Coals, English steam, per ton	$10.75 to 10.15
Coals, Sydney, per ton	$9.50 to —
Coffee, per picul	$23.20 to 24.50
Copper, Sheathing, Japan, per picul	$28.00 to 29.00
Copper, Red, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$22.50 to 23.30
Cotton, Bombay, per picul	$14.80 to 15.30
Cotton, Calcutta, per picul	$14.30 to 15.30
Cotton, Ningpo, per picul	$17.20 to 18.20
Cotton, Shanghai, per picul	$17.50 to 18.40
Cotton, Shantung, per picul	16.80 to 17.30
Cotton, Tientsin, per picul	$17.20 to 18.40
Cotton, Tungchow, per picul	$17.50 to 18.20
Cotton Seeds, Saigon	$5.40 to 5.60
Cotton Seeds, Siam	$4.90 to 5.20
Cuttlefish, Japan	$22.00 to 23.00
Cuttlefish, Japan, without bones, per pl.	$15.25 to 16.50
Cuttlefish, Canchow, per picul	$27.50 to 29.00
Dates, Black, per picul	Tls. 2.85 to 3.30
Dates, Red, per picul	Tls. 3.65 to 4.15
Dried Lily Flowers	$9.60 to 9.90
Elephant's Teeth, 4 to 8 pieces	$250 to 300
Elephant's Teeth, 1 to 3 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.40 to 1.60
Flour, American, per barrel of 100 lbs.	$8.50 to 9.60
Flour, American, per barrel of 200 lbs.	13.65 to 7.20
Fungus	$39.50 to 40.00
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul	$200 to 285
Ginseng, American, 2nd quality, p. picul	$160 to 170
Hams, Ordinary, per picul	Tls. 18.00 to 19.50
Hams, Superior, per picul	Tls. 21.00 to 21.50
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$32.00 to 43.00
Melon Seeds, 1st quality, per picul	$4.70 to 4.80
Melon Seeds, 2nd quality, per picul	$4.20 to 4.40
Mushrooms, per picul	$48.00 to 56.00
Mussels, Dry Siam large, per picul	$11.50 to 13.00
Mussels, Dry Siam middle, per picul	$8.35 to 9.25
Mussels, Dry Siam small, per picul	$7.25 to 8.25
Peas, White, per picul	$2.60 to 2.62
Peas, Green, per picul	$2.40 to 2.43
Peas, Black, per picul	$2.48 to 2.66
Peas, Yellow, per picul	$2.52 to 2.54
Peas, Green Beans, per picul	$2.62 to 2.64
Pearl Barley, per picul	$7.50 to 7.80
Potatoe Flour, per picul	Tls. 1.60 to 1.65
Putchuck, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,000 to 9,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$2.52 to 2.54
Rice, Siam, No. 2, per picul	$2.42 to 2.44
Rice, Siam, milled No. 1, per picul	$2.30 to 2.38
Rice, Siam, milled No. 2, per picul	$2.26 to 2.28
Rice, Saigon, No. 1, per picul	$2.24 to 2.26
Rice, Saigon, No. 2, per picul	$2.18 to 2.20
Rice, Saigon, No. 3, per picul	$2.12 to 2.14
Saltpetre, per picul	$6.40 to 6.55
Seaweed, Green, per picul	$2.90 to 3.05
Seaweed, Cut, per picul	$4.45 to 4.65
Sesamum, White, per picul	$5.35 to 5.75
Sesamum, Black, per picul	Tls. 3.35 to 3.35
Sharkfins, per picul	$38.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 30.00
Shellfish, California, per picul	$8.50 to 9.00
Stockfish, per picul	15.00 to 0.50
Straits Produce, &c.	
Betel Nut, per picul	$3.75 to 4.15
Pepper, White, per picul	$13.80 to 14.20
Pepper, Black, per picul	$7.40 to 7.65
Rattans, Straits, per picul	$3.30 to 3.50
Rattans, Bangar, per picul	4.35 to 4.55
Sandal Wood, Malabar, per picul	$3.40 to 3.65
Sandal Wood, South Seas, per picul	$13.00 to 13.50
Sapan Wood, Manila, per picul	$1.60 to 2.00
Sapan Wood, Siam, per picul	$2.25 to 2.30
Tea Oil, per picul	Tls. 5.70 to 5.85
Sugar, Shek-lung, White, No. 1, p. pcl.	$6.70 to 6.80
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.10 to 6.30
Sugar, Shek-lung, Brown, per picul	$3.90 to 4.05
Sugar Candy, Shek-lung, per picul	$9.55 to 9.85
Sugar Candy, Foochow, per picul	$9.80 to 10.20
Sugar Candy, Swatow, White, per picul	$6.85 to 7.15
Tea Oil, per picul	$9.00 to 9.20
Vermicelli, Tientsin, per picul	$8.00 to 9.50
Walnuts, per picul	$5.25 to 5.30
Wheat, Tientsin, per picul	$1.80 to 1.90
Wheat, California, per picul	$2.00 to 2.15
Wood Oil, per picul	Tls. 7.40 to 7.5
Window Glass, per box	$2.97 to 3.00

SHIPPING IN THE CHINA WATERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
HONGKONG.						
STEAMERS.						
Argyll	Nov. 27	D. Scott	Brit. str	1271	Jardine, Matheson & Co	S'gapore, &c.
Atalanta	Nov. 24	Petersen	Ger. str	782	Siemssen & Co	
Belgic	Nov. 21	Meyer	Brit. str	1760	O. & O. S. S. Co	Y'hama, &c.
Bellona	Nov. 24	Ahrens	Ger. str	789	Wm. Pustau & Co	
Bombay	Oct. 24	Briscoe	Brit. str	719	P. & O. S. N. Co	Yokohama
Cameos	Oct. 2		Brit. str		Kwok Acheong	
Charlton	Nov. 14	Johnson	Brit. str	786	Hop-kea	Cooktown
China	Nov. 16	Berry	Amr. str	3835	P. M. S. S. Co	Y'hama, &c.
Djemnah	Nov. 27	Champenois	Fren. str	2416	Messageries Maritimes	Shanghai
Douglas	Nov. 28	Pitman	Brit. str	864	D. Lapraik & Co	East Coast
Esmeralda	Nov. 28	Thebaud	Brit. str	395	J. Y. V. Shaw	Manila
Famo	—	Stopani	Brit. str	116	H. K. & W. Dk. Co	Tug Flying
Holyrood	Nov. 25	J. Peters	Brit. str	333	Siemssen & Co	Hoihow
Johang	—	D. Martin	Brit. str	700	Butterfield & Swire	
Japan	Nov. 27	H. de Smidt	Brit. str	1865	D. Sassoon, Sons & Co	S'gapore, &c.
Kinshan	—	A. G. Cary	Brit. str	1050	H.C. & M. Steamboat Co	
Kiu-Kiang	—	T. Banning	Brit. str	1081	H.C. & M. Steamboat Co	
Maelveles	Oct. 18	Manos	Span str	202	Remedios & Co	
Nemesis	Nov. 24	McKindy	Brit. str	2000	Olyphant & Co	
Panay	Oct. 31	Gayeneches	Span str	500	Remedios & Co	
Pensdo	Nov. 12	Cain	Brit. str	651	Melchers & Co	
Rigs	Nov. 22	Clarke	Brit. str	921	Order	Swatow
Sea Gull	Sept. 19	Roberts	Amr. str	48	Insurance Co	
J. Joejeebhoy	—	—	Brit. str		Kwok Acheong	
Tanais	Nov. 26	Marcelle	Fren. str	1156	Messageries Maritimes	Yokohama
White Cloud	—	A. Benning	Brit. str	652	H.C. & M. Steamboat Co	
W. C. de Vries	June 4	C. J. Holland	Brit. str	334	George McBain	Haiphong
Yesso	Nov. 22	Ashton	Brit. str	560	D. Lapraik & Co	East Coast
Yot-sai	—	D. Browne	Brit. str		Kwok Acheong	
Zanzibar	Nov. 28	G. Fox	Brit. str	1460	Melchers & Co	
SAILING VESSELS.						
Ada Wiswell	Nov. 28	Wiswell	Amr. bk	558	Order	
Atocstia	Nov. 21	Frail	Brit. bk	398	Wieler & Co	
Alexandra	Nov. 27	Elliott	Brit. bk	407	D. Lapraik & Co	
Alphington	Sept. 6	Cunningham	Brit. bk	326	Wieler & Co	For Sale
Angele	Nov. 14	Barbeyron	Fren. bk	391	Carlowitz & Co	
Beethoven	Nov. 25	Huje	Ger. bk	840	Melchers & Co	
Blankenese	Nov. 25	Spiesen	Ger. sch	257	Ed. Schellhass & Co	
Black Prince	Nov. 29	Wm. Inglis	Brit. sh	715	Turner & Co	
Broma	Nov. 21	Timpe	Ger. bk	380	Wieler & Co	
B. Portica	Nov. 16	Tancredi	Ital. bk	666	Thos. Howard & Co	
Broomhall	Oct. 26	H. Bate	Brit. sh	1370	Russell & Co	
B. F. Watson	Nov. 25	Hawkins	Amr. bk	993	Captain	
Carl	Nov. 3	Thomsen	Ger. bg	215	Arnhold, Karberg & Co	Sourabaya
Charter Oak	Oct. 24	Staples	Amr. sh	963	Vogel, Hagedorn & Co	Honolulu
Chas. Maureau	Nov. 14	Quatrescus	Fren. bk	368	Landstein & Co	
Cilurnum	Sept. 25	Shrewsbury	Brit. sh	1884	Vogel, Hagedorn & Co	S. Francisco
Clara	Nov. 7	Chalmers	Brit. sh	937	Arnhold, Karberg & Co	
Coeran	Sept. 25	Vincent	Amr. sch	150	Chinese Insurance Co	
Colorado	Oct. 15	Ingraham	Amr. sh	1075	Vogel, Hagedorn & Co	New York
Coquette	Nov. 7	Lauridsen	Ger. bk	281	Ed. Schellhass & Co	
Cresswell	Oct. 30	G. White	Brit. bk	464	Wm. Pustau & Co	
C. R. Bishop	Nov. 17	Warnken	Ger. bk	898	Melchers & Co	
D. Brodersen	Nov. 14	Neilsen	Den. sh	647	Melchers & Co	
Elise	Nov. 9	Permien	Haw. bg	312	Order	
Empress	Oct. 28	Skinner	Brit. bk	236	Rozario & Co	M'bourne, &c.
E. Adolphine	Nov. 26	A. Martin	Fren. bk	204	Carlowit & Co	
Evening Star	Oct. 19	C. Asburn	Brit. bk	371	Borneo Co	
Fabius	Oct. 23	Stolze	Siam. sh	636	Kien-tye-loong	
Faith	Nov. 14	Davies	Brit. bk	481	Chun-tye	Manila
F. Brumm